WEST

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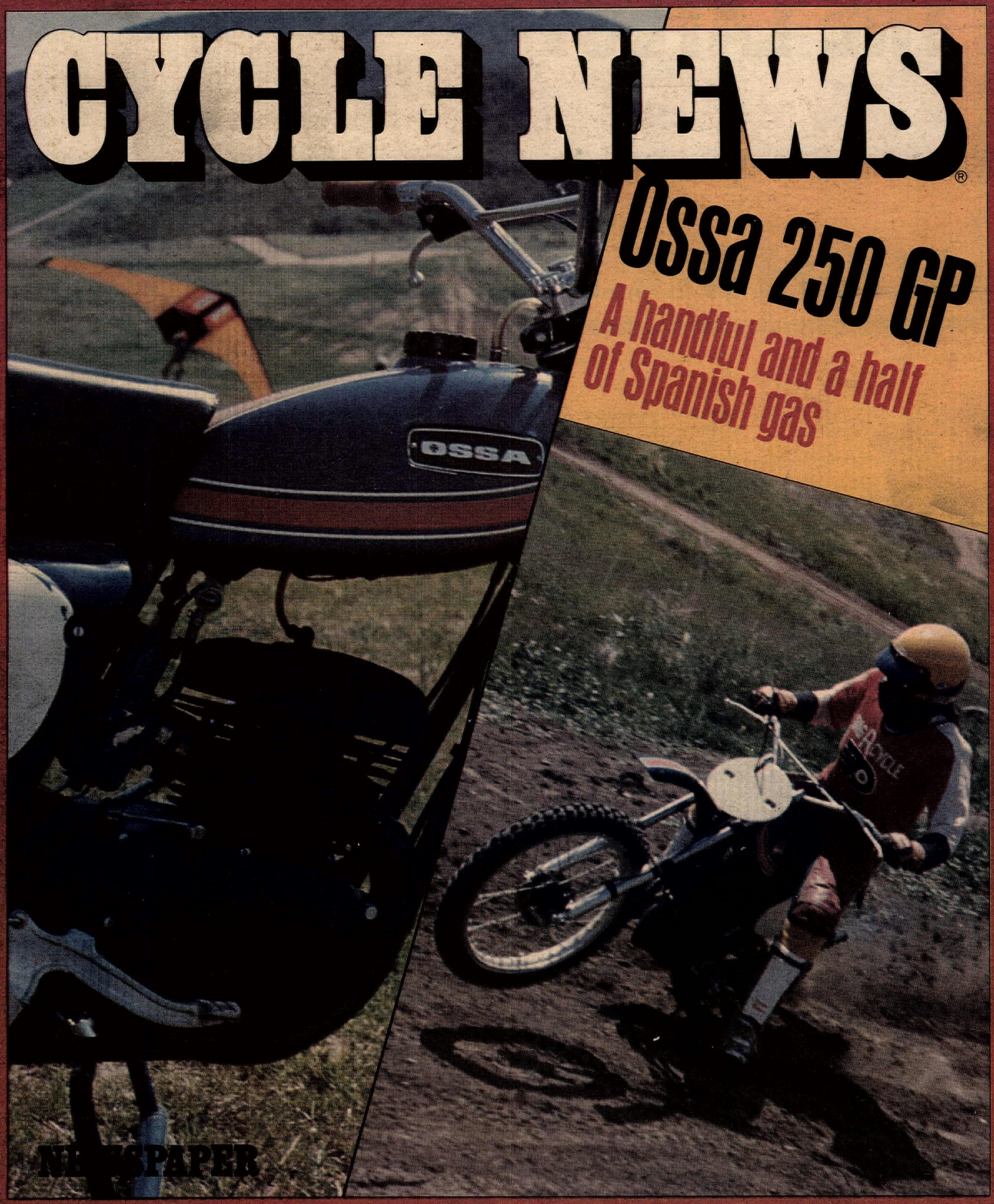
CYCLE NEWS®



NEWSPAPER

Products: Quest for the best

THE LATEST POOP

BY PAPA WEALEY

D-36 Expert John Tavis has been out of action for a couple of weeks due to a knee injury. Meanwhile, 46-year-old Duane Spence intends to become the oldest "No. One" scrambler in California, and the Muhleman family is back in it together: father Bud and 16-year-old Julie racing as Juniors while mother Marie spins wrenches and cheerleads.

Unless we're mistaken in reading French language results, that mentioned-earlier BRM sidecar effort won first time out at the French GP, Le Mans. The solo action appears in story and photos inside.

Honda has a "works effort" on European tracks, a 915cc, DOHC 16-valve four, built for the Coupe d'Endurance series and expected to debut at Zandvoort, Holland. Sketchy shop photos reveal a fairly conventional double-loop cradle frame, long-body moved-up shocks, an apparently production-derived lower end topped by a special cylinder/head, triple discs, and a huge collector/muffler. The British papers claim 110 HP.

Speedway opens up at San Jose Thursday night, May 6 at 8 p.m. under AMA sanction. By mid-June there will be three nights and one day a week of AMA-sanctioned speedway in Northern California: San Jose Thursday, Cal-Expo Friday, Napa Saturday, and the new Sears Point track on Sunday afternoon.

The SRA/AMA pot still bubbles at both ends of California. Newly-elected SRA (North) Pres. Jim Denny is running weekly shows at Yolo County Fairgrounds and is reportedly balking at letting any SRA licensee run any of the AMA events. Meanwhile the AMA Four expect to pick up some Southern California riders who aren't getting all the rides they want under the SoCal league system. Reminds us of what happens when you stir a bunch of birds sitting on several different telephone wires.

Bakersfield District Advisory Board (BLM) meets on the Eureka Dunes plan May 14-15. Meeting will include a Friday field trip, and will conclude in Bishop, CA. For details, call the Bureau, (805) 861-4191.

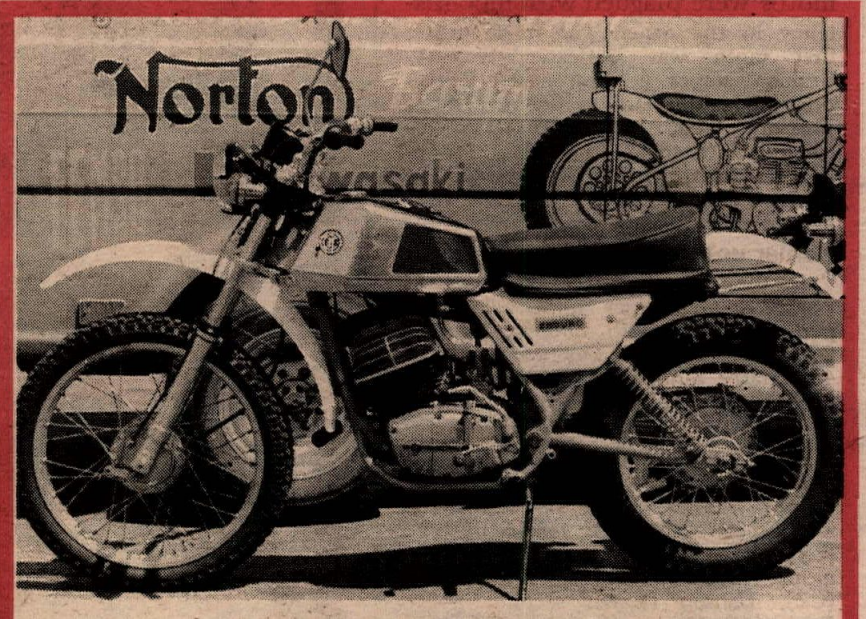
PLUS-AND-MINUS DEPT: The Des Moines Register-Tribune reports that the 100,000 member Wilderness Society is showing internal strains in a sharp division over whether to remain "purist" or try to obtain compromises with opponents. (Like bikers, for example). In California, our friendly local Sierra Club has joined a "California Wilderness Coalition" while publicly soft-pedalling its anti-ORV stand of late. Are we beginning to hurt them?

When his 750 Suzuki bucked sideways and pitched him over the bars during the Oulton Park round of the Trans-Atlantic series, Barry Sheene found himself lying face-down across the front of the bike, riding backwards at about 90 mph! He somehow got it stopped some 400 yards downrange, remounted, and went on to score a few points for the home team. He credits his trick riding acts with minibikes for the ability to save it. OK, Barry . . .

Slight correction to last week's blurb about the Villa-Cecotto encounter. That occurred at an Italian Championship round in Misano, not at the French GP.

Poachers are said to be killing deer at an alarming rate in California, using "well organized tactics and CB radio", according to Cal Fish & Game. If you spot any of this activity, you might consider using your own CB to alert the warden. We need this kind of "fellow recreationist" like we need an extra set of enemies.

If you missed the first Tujunga Ranger District (Angeles Nat'l Forest) fire safety inspection, there's another at Hubbard St. Elementary School, Sylmar, Ca. on May 15, 10 a.m. to 3 p.m. They'll check silencers and spark arrestors, plus clue you in on OK riding areas and fire prevention measures during what may be a long hot season. It's free.

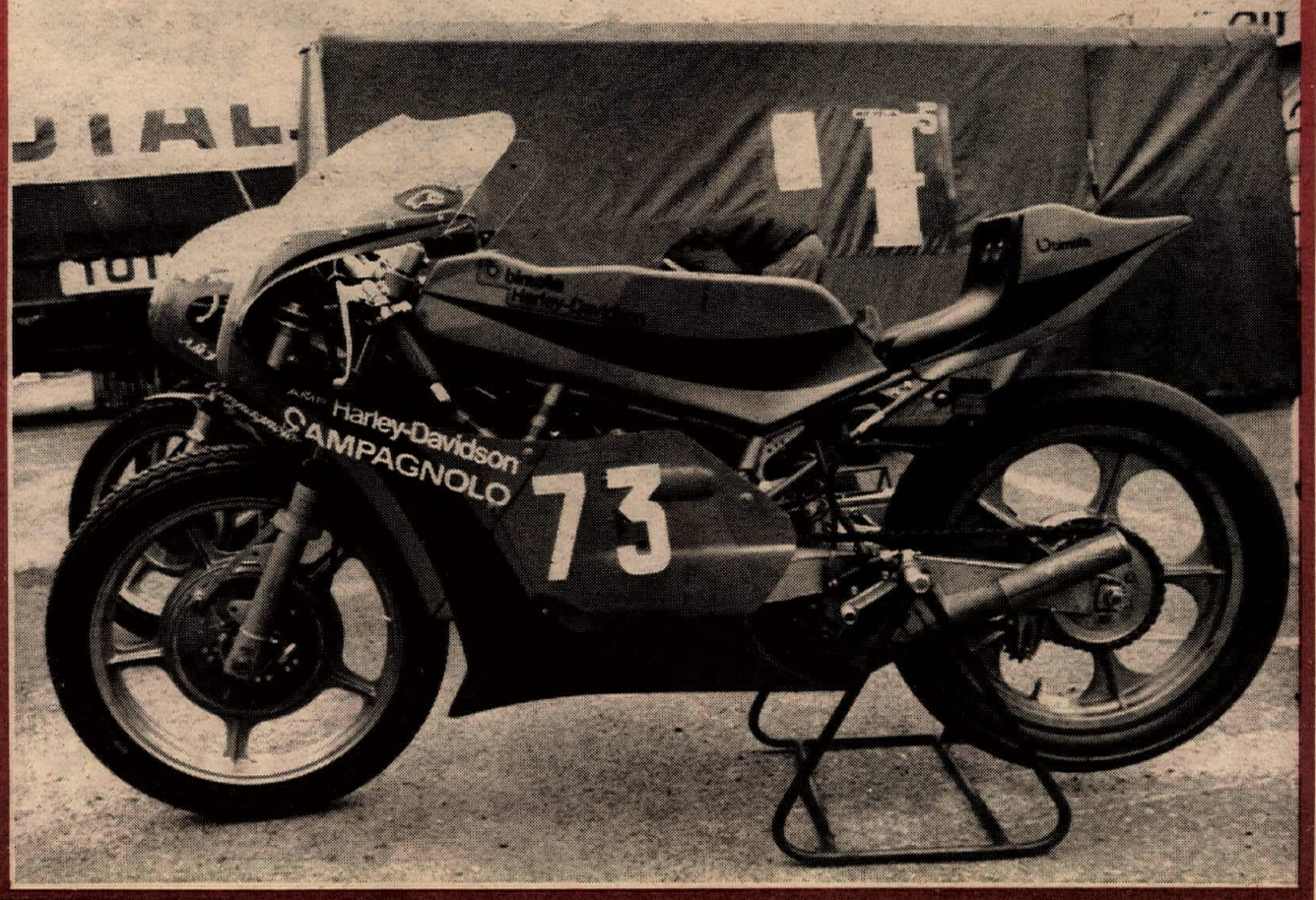


THE GREAT (AMERICAN) CZECHOSLOVAKIAN ENDURO

Having reached the ultimate in a simple, yet rugged chassis, this is South Bay CZ's Americanized 250 enduro. The suspension has been reworked to cantilever aft and air fore, alloy tank, improved electrics and a snappier paint job. The engine is a Mikunized 250 with all the CZ traits.

THE GREAT (ITALIAN) AMERICAN MOTORCYCLE

Approaching the limit in simple, yet sophisticated chassis, this was Walter Villa's race-winning 350cc mount at Le Mans. The fabricated alloy swingarm has an underslung mount for the Koni formula car monoshock, which is carried as semi-sprung weight. The frame itself is a triangulated wedge with a minimum number of tubes and a wide-base swingarm mount. Story and more French GP pix on pages 10-11.



Ossa's current trials development centers around a 360 with a snake exhaust and an extended intake tract for Spanish rider Francisco Paya. A six speed is reportedly in the works.

Brad Lackey was in such a hurry to get from the Hants International MX in Britain to the Belgian Easter Trophy, he didn't get to pick up the sterling tea set he'd won there. But good buddy Jim Pomeroy stood in for Brad at the presentation.

Pierre Karsmakers had three laydown-shock RC 400s coming to him in Europe, rode Rich Eierstedt's Super Series bike while he was waiting for them. They arrived this past weekend, and Pierre used one of them to win a moto in Italy.

All National Forests in the country have a 1976 deadline for completing ORV plans, with input being sought from bikers and four wheelers (halfheartedly in some places, aggressively in others). Upshot of all this is there's more USFS ranger districts doing this than CN can possibly keep track of, nor does any of this appear in the Federal Register. If you ride National Forest land in your home area, it's up to you to seek out your ranger district office and find if your riding rights are being adequately protected.

The upcoming Desert Barons Team Race will feature belt buckle finisher trophies once again, but this time they're 14K gold plated. Wow!

UP SHOT

Roger, Brad one-two in Italy

Roger DeCoster (1-2) for Suzuki and Brad Lackey (5-5) for Husky worked to tighten up the 500cc World Championship race as Adolph Weil went 7-3 for the Italian GP May 2. Others who placed high in one of the two motos were plagued with inconsistency in the other. The finish order, first moto was DeCoster, Wolsink, Graham Noyes (a rejuvenated British rider on Maico), Lackey, Schmitz (Puc), Jonsson, Weil, Bauer, Pilon, Aberg. Second moto, Wolsink broke, Karsmakers won; then DeCoster, Weil, Bauer, Lackey, Khudyakov. Full story to come.

Rahier unbeatable in Britain

In the May 2 British 125cc Grand Prix, Gaston Rahier went 1-1 for a perfect sweep, with Churavy behind, 2-2. Zdenek Velky was third overall, 4-3; Marty Smith on Honda went 3-7 for fifth overall. Full story to come.

. . . and Torlief tops Czech 250

The 250cc World Championship moved to Czechoslovakia May 2, and Torlief Hansen (Kaw) assembled the most points, 3-2. Early results by wire (courtesy of Montesa Motors) show first moto: Kavinov (KTM), Babarovsky (CZ), Hansen (Kaw); second moto: Falta (CZ), Hansen (Kaw), and Mikkola (Hus).

The end of the skinny paper!

Repeating what you may already know, the cover price, beginning with this issue, has beem bumped to 75 cents for over-the-counter sales. This allows us to set a "floor" size of 48 pages for the paper. Many times it will be larger, and hopefully we'll have more color.

At last, an honest man!

At a recent press conference in New York, Charles Livingston, from the Department of Transportation (Federal) was asked to explain how the department got started on the mandatory helmet law for motorcyclists. "Frankly, we didn't know what else to do," was the reply.

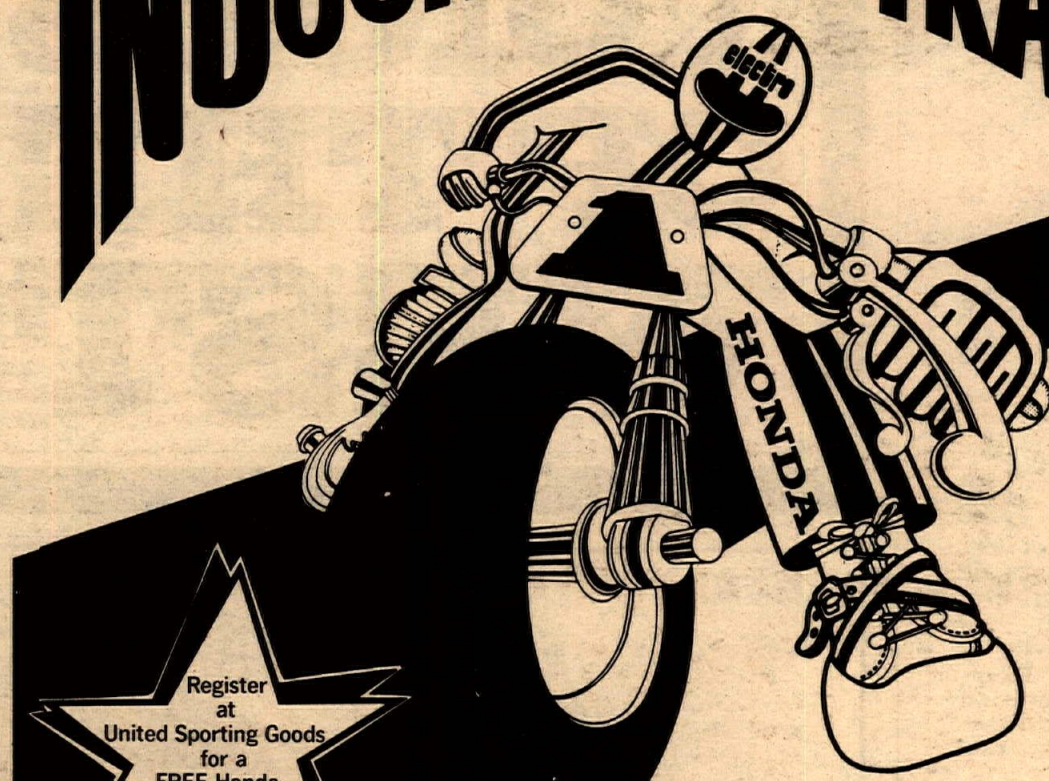
The hidden cost of smog controls

All you road racers and other hot street bike addicts who have been asking "Who needs the AMA?" and "Why should I care about politics?" should check out the June issue of Cycle Guide, in which Tony Murphy, with full loving color, describes the 500cc, 85 horsepower, 340 pound street legal Can-Am watercooled twin which may never be, because impending Federal emission controls for motorcycles make it an impractical business proposition. The hidden cost of massive government control is not what will happen to the Big Four — like their Detroit counterparts, they'll survive, building two-wheeled appliances. The real cost is the enthusiast machines, right on this American continent, that will never be if the Feds have their way. This super Can-Am was only the tip of the iceberg.

On the line

Next issue will combine a review of The Great American Gas Shock (a sequel to our famous shock test) with the full story and pix from the Belgian 250cc Grand Prix in which Heikki Mikkola improved on his already impressive points lead. In SoCal, it's a big double road race weekend at Riverside and Willow; in Texas Lake Whitney lines up a $5000 motocross-

INDOOR SHORT TRACK



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ON THE COVER: An Escape Country hang-glider comes down while Jody Weisel aims the Ossa GP up. Photo work by The Texas Terrors – Weisel and Cox.

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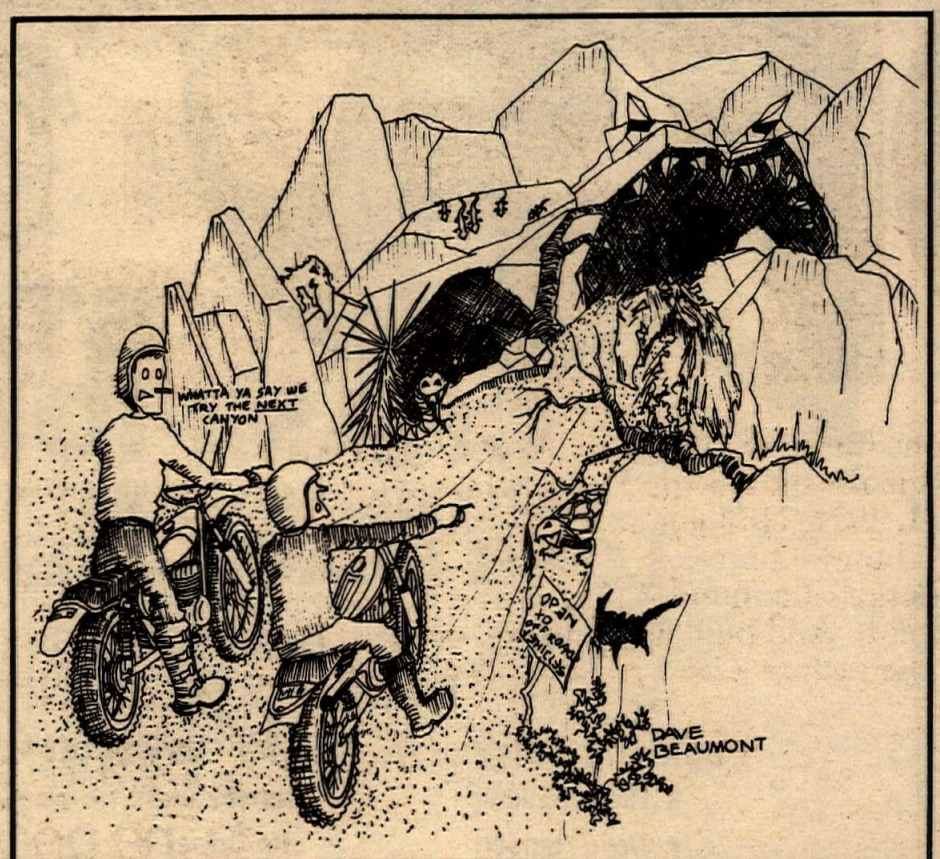
VOICES OF THE WEST



Getting dumber every year

This letter is both a general and specific comment on desert pit racers, especially concerning the youngsters who ride around on their minicycles.

The first group I encountered was right at the entrance to the pits of the Simi Valley H&H. There were about 10 kids (approximately 6-8 years of age), using the road as a track. Even moving slowly, I wasn't sure if they would see me, and hitting the truck would really hurt them. This is my general comment.

My specific comment is that I was hit by a pit racer (pit squirrel?) while going through the pits between the first and second loops. Some kid decided to cross from one side of the course to the other, right in front of me. *Instant crash*, and a badly cut and bruised leg for me, luckily – and the end of the race. He would not tell me anything such as his name, where his parents were, etc. Apparently we now have well trained pit squirrels.

I don't have any solutions except perhaps setting aside a special area for the younger kids and their 80cc toys. Or maybe ribbon the course through the pits. But the desert is now as crowded as Los Angeles City streets and parents should teach their kids enough road rider manners to survive and let us survive too. Remember, dumb parents make dumb kids.

BORIS DOBROTIN
San Gabriel Valley M.C.

Please take care

I would like to thank Rescue 3 and Simi Valley M.C. for their quick handling of my wife after her crash at Simi's Hare & Hound. She was in Ridgecrest's Community Hospital in less than a half hour and in good hands. Terry is still unconscious and resting now at Long Beach Memorial Hospital. Please, everybody wear a helmet when you ride. She did not!

WAYNE R. LANGNER
Desert Viper M.C.

Flanders' fan

I wish to make a few comments on the Hangtown Race which was recently held at Plymouth, California.

1. Track condition – excellent. 2. Organization of race – excellent. 3. Announcing of race by Bruce Flanders – excellent. Bruce is one of the best in the business; speaks clearly, distinctively and with much knowledge of racing. If it wasn't for Bruce, most of us wouldn't have known what was going on as the spectators' view of the track was the worst I have attended. The longest view of the riders was about three seconds every three minutes – not too much for your money as far as *watching* the race.

GLENN OGDEN
Escondido, Calif.

Paid in full

Congratulations are due the Los Ancianos Motorcycle Club and all those people involved in helping them throw a well-run enduro early this month in Baja. Larry Geese and I rode our BSA 500cc singles and finished quite a ways back, but we are looking forward to riding it again next year.

JIM HUNTER
La Habra, Calif.

A pad on the back

I would like to thank the super people who helped me after a real bad crash in the rocks at the Mint 400. I am doing fine, no broken bones as they thought. The shoulder pads saved me. If anyone had their camera going I would like to see the movie. Thanks again to all of you.

MARK ZOLLER
Sled Rider No. 52

Help along the way

I would like to thank Ben Bower, Kevin LaVoie, Stan Rubottom and the guy on the Bultaco I was passing when I took my high speed endo for stopping to offer help at the Pell City, Alabama Qualifier.

Incidentally Dirt Bike all I bent on the Yamaha was a foot peg.

JOHN FERO
Crawford, Neb.

Dog gone it

After reading your editorial in the April 27 issue on "Life or Death for the Two-Stroke: Is the Jury Still Out?," it was obvious that you were not aware of a new two-stroke oil substitute called "Cycle 2." The new concentrate developed by General Foods has some pretty exotic chemicals in it, i.e. magnesium oxide, dialphatocopheryl acetate, pyridoxine hydrochloride, etc. This combination of ingredients (along with some rather mundane compounds, such as meat by-products and oat flour) added to high octane gasoline produces a two-stroke fuel mixture that is not only smokeless, but any residues can be eaten by dogs, cats, coyotes, blunt nose lizards, etc.

Although the can implies the product is only for 1-7 year old dogs (Yamaha DT-1's, Kawasaki Bighorn Enduros, etc.), I have had excellent results using it in my new 125 Monoshock. I've experimented with mix ratios and found that three tablespoons of Cycle 2 along with five gallons of gas works great. I hope that this replay will quell some of your "Doomsday" fears!

DAROLD B. CUMMINGS
Inglewood, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

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Yamaha storm rages across the country.

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IT'S THE **YAMAHA BERMSTORMERS!** FIRST, **"HURRICANE"** HANNAH HIT FLORIDA'S WINTER-AMA SERIES. THOUGH JUST A ROOKIE, HANNAH SWAMPED VETERAN RACERS TO TAKE THE OPEN CLASS TITLE.

BREEZING ALONG IN SECOND PLACE WAS ANOTHER FIRST-YEAR PRO -- HANNAH'S TEAMMATE, RICK **"NORTH WIND"** BURGETT.

THEN THE **"HURRICANE"** STRUCK THE HANGTOWN CLASSIC IN CALIFORNIA.

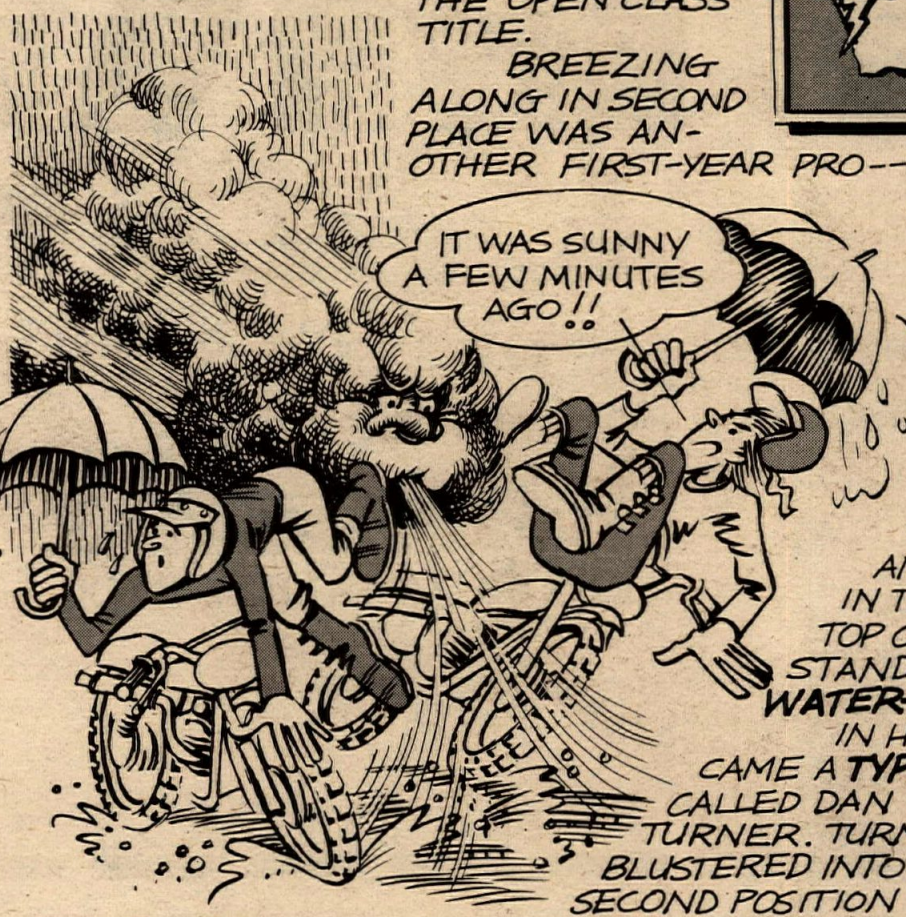
HANNAH THUNDERED TO AN UNDISPUTED FIRST IN THE 125cc CLASS, AND THE TOP OF THE NATIONAL STANDINGS, ON A **WATER-COOLED** YZ125.

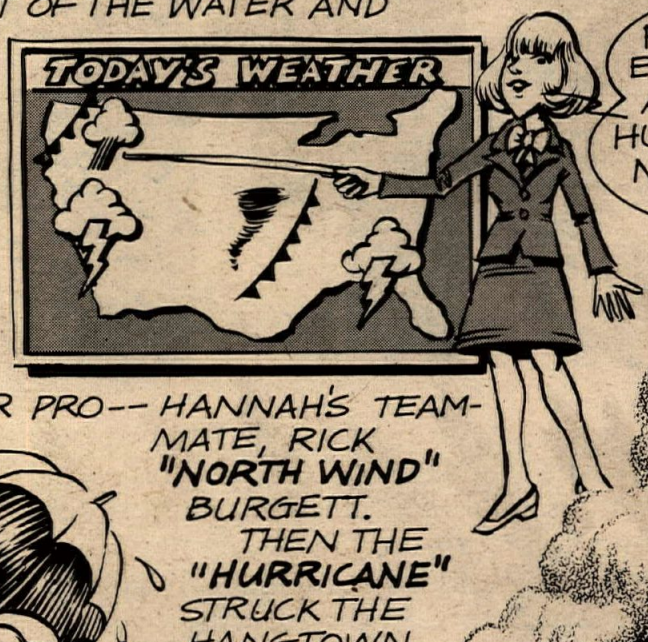
IN HIS WAKE CAME A **TYPHOON** CALLED DAN TURNER. TURNER BLUSTERED INTO SECOND POSITION IN THE 125cc CLASS AND SECOND IN THE NATIONAL STANDINGS.

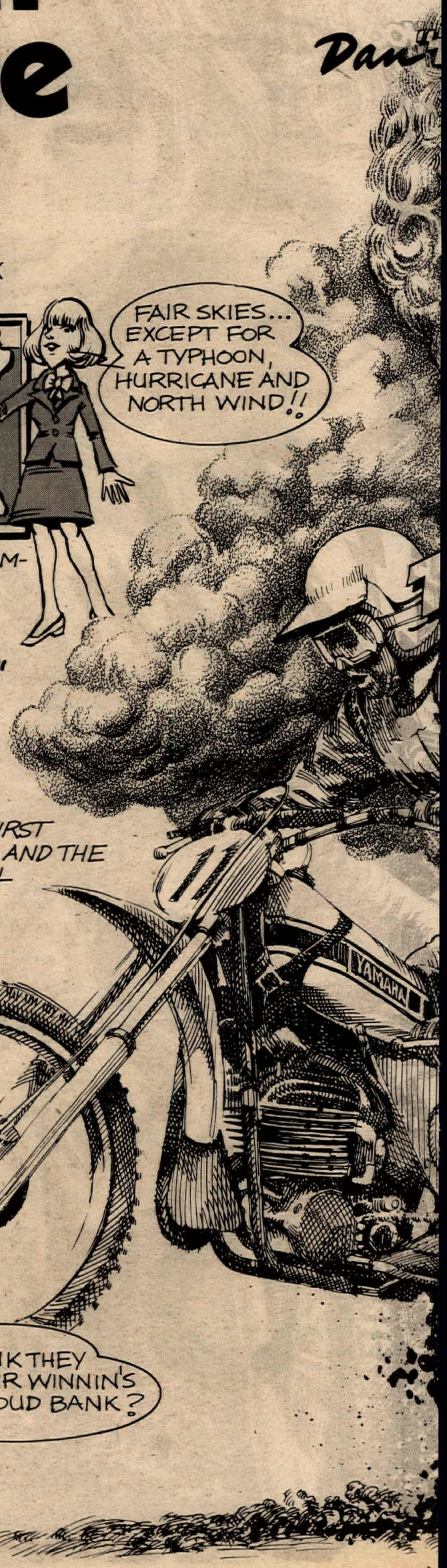
MEANWHILE BURGETT ESTABLISHED HIMSELF AS A STORM TO BE RECKONED WITH BY ZAPPING SOME OF THE COUNTRY'S TOUGHEST PROS TO TAKE A FOURTH IN THE 250cc CLASS.

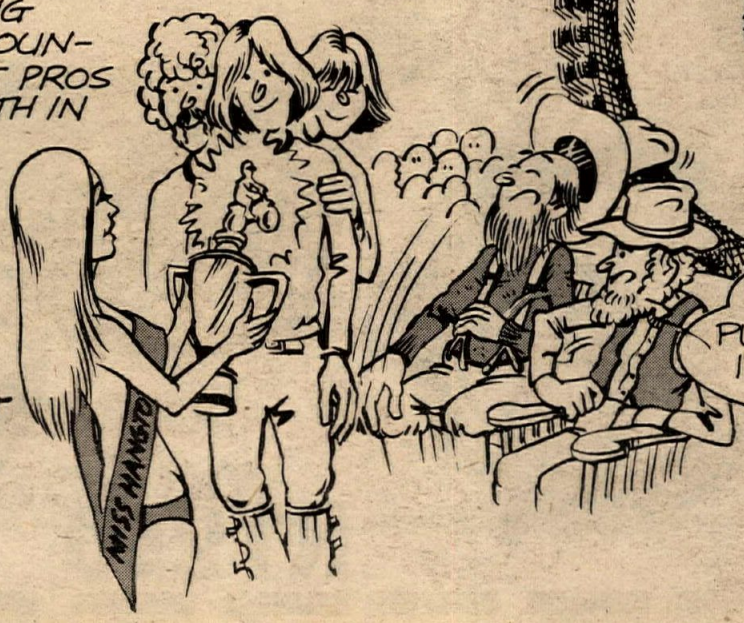
EXPERTS PREDICT THESE STORMS WILL BE DRENCHING REPUTATIONS ALL SEASON LONG.

THE FORECAST IS: SUNNY, BUT STORM ON THE HORIZON.









Someday, you'll own a Yamaha.

Big day for the Big K

250 AMA NATIONAL MX

By Charles Morey

FORSYTH, GA., MAY 2

The Big Green Machine's latest promotional effort must have proven effective because when the final flag dropped at the Kawasaki

sponsored Towaliga River Cycle Park 250cc National MX, it was none other than Jammin' Jimmy Weinert and his Steve Johnson tuned Kawasaki sitting in the winner's circle accepting congratulations from Miss Penthouse.

Weinert was wired from the moment he'd hit Georgia. Following two days of press luncheons, TV talks, radio rap sessions and other public relations tricks that would have worn down almost any other individual, the flamboyant, outspoken Jammer arrived at the track with his mental throttle already locked at WFO.

Can-Am's Jimmy Ellis did his best to quell Weinert's exuberance, thrusting his MX National Number 10 to the head of the first moto charge down Towaliga's long starting straight and through turn one. Weinert was hot on his tail, and Honda's Rich Eierstedt led Kawasaki rider Gary Semics, Can-Am's John Savitaki and Suzuki's Steve Stackable for the first lap.

Reigning 250cc National Champion Tony D. had started slowly and held down 14th place at the completion of the opening lap. Tony was destined to take a fall during the moto, twisting his previously injured right thumb and bruising both thighs on the handlebars.

On lap two, less than three minutes into the moto, Weinert overtook Ellis. From then on, the Jammer was untouchable and number four headed the scorekeepers' lap charts for the next 40 minutes.

At the halfway flags, Weinert held a seven second lead over Eierstedt. Ellis had dropped back after experiencing a problem with his machine.

"Electrics," was his father's one word explanation, reminescent of Don Jones' replies from past years, and spoken in the tone of voice that suggested that no further details were necessary. Jimmy's motor kept quitting, and he had to take a 40-point DNF score for the first leg. Steve Stackable moved up early in the second half of the moto to pass Semics and take over third behind Eierstedt. He continued a hard, solid drive up through until, at approximately the 25 minute mark, he held his eventual finishing position of second. By then, Jimmy Weinert was 22 seconds ahead and flying free.

Following Weinert, Stackable and Eierstedt at the finish line were Semics, Hannah and DiStefano.

Round two saw Rich Eierstedt outpowering the field on his RC Honda, but Weinert hung close in second. He waited for a lap and a half for Eierstedt to make a mistake, but when it didn't come the Jammer made his own way past. On an "S" turn so tight that passing seemed impossible, Jimmy wedged his front wheel inside and shot past before Rich knew what was happening.

Gary Semics, the other half of Team Kawasaki, held third at the end of lap one. Tony DiStefano had no intention of letting Gary keep the position, however, and took it away on the second lap. DiStefano had gotten off the line competitively this time, fourth, and he had obvious intentions of making life difficult for Weinert.

In the first 15 minutes, the top three (Weinert, Eierstedt and DiStefano) rode steadily. Eierstedt kept the Jammer on his toes, passing for the lead once on the sixth lap, but Weinert returned the favor on the next time around.

All the while, DiStefano gained ground on the pair. The crowd saw the inevitable clash in the making, and started cheering before the action even got started.

Just before the halfway mark, DiStefano fumbled coming over an awkward man-made hump on the infield and did a Laugh-In style get-off. It took him a few moments to get out from under the Suzuki, but once he did the chase was on. He'd lost considerable time on the leaders, but within the next four-five laps he caught and passed Eierstedt and set his sights on the Jammer.

With eight minutes remaining, DiStefano closed the gap and the best duel of the afternoon began. After a couple false tries, DiStefano finally got past. He held the gas on for that extra split second at the end of Towaliga's longest straight and shut off Weinert at the mechanic's area turn. Jammer repassed, and the pair rode virtually side by side for the next two laps. Then, on a tight left hander just before entering a six-foot deep pit, Tony cut inside and clipped Jimmy setting him over at least six inches sideways.

The crowd tensed. The Jammer, who didn't get that nickname for the way he likes his morning toast, had just received a taste of his own rough-and-tumble top line motocross tactics.

Following the top two, almost forgotten in the excitement, Steve Stackable had gotten past Rich Eierstedt for third in the moto and second overall for the day . . . a great ride.

Rich Eierstedt scored fourth in a day of "racin' with the big boys," as he described it to Weinert.

"Yeah," Weinert responded with a grin," and you're cuttin' 'em off like the big boys, too!"

"I learned it from you," Rich countered.

"Yeah, but you're not supposed to do it to your teacher," Weinert scolded, "you'd better bring me an apple next week to make up!"

500 Support

Maico rider Glenn Robbins scored the overall top spot in Towaliga's 500cc Support race. Following John Ayers' first round victory, Robbins came back to take the second moto win. Coupled with his second placing in the opening moto, Glenn's three point total clearly left John Joyner's five point score in second. Ayers took third with a one-six score.

John Ayers, riding for Kimbrell's Maico out of Dallas, Texas, put his Maico at the front and kept it there as his one-lady pit crew Janett Schmiedlin wrote encouraging notes on the pit board.

Round two saw Ayers crash early in the moto. His bike landed upside-down and was slow in restarting. Joyner took the lead from fast starter Robbins on the sixth lap and rode on top until lap 12 when Robbins repassed.

Former Yamaha rider Furman Gray passed Robbins to hold the lead for two of the final three laps in the moto, but while riding to a sure moto win, his Suzuki (according to the announcer) threw a chain on the back side of the track. Robbins took the second round win over Joyner. Gray got going again and finished third for the moto. ●

Results

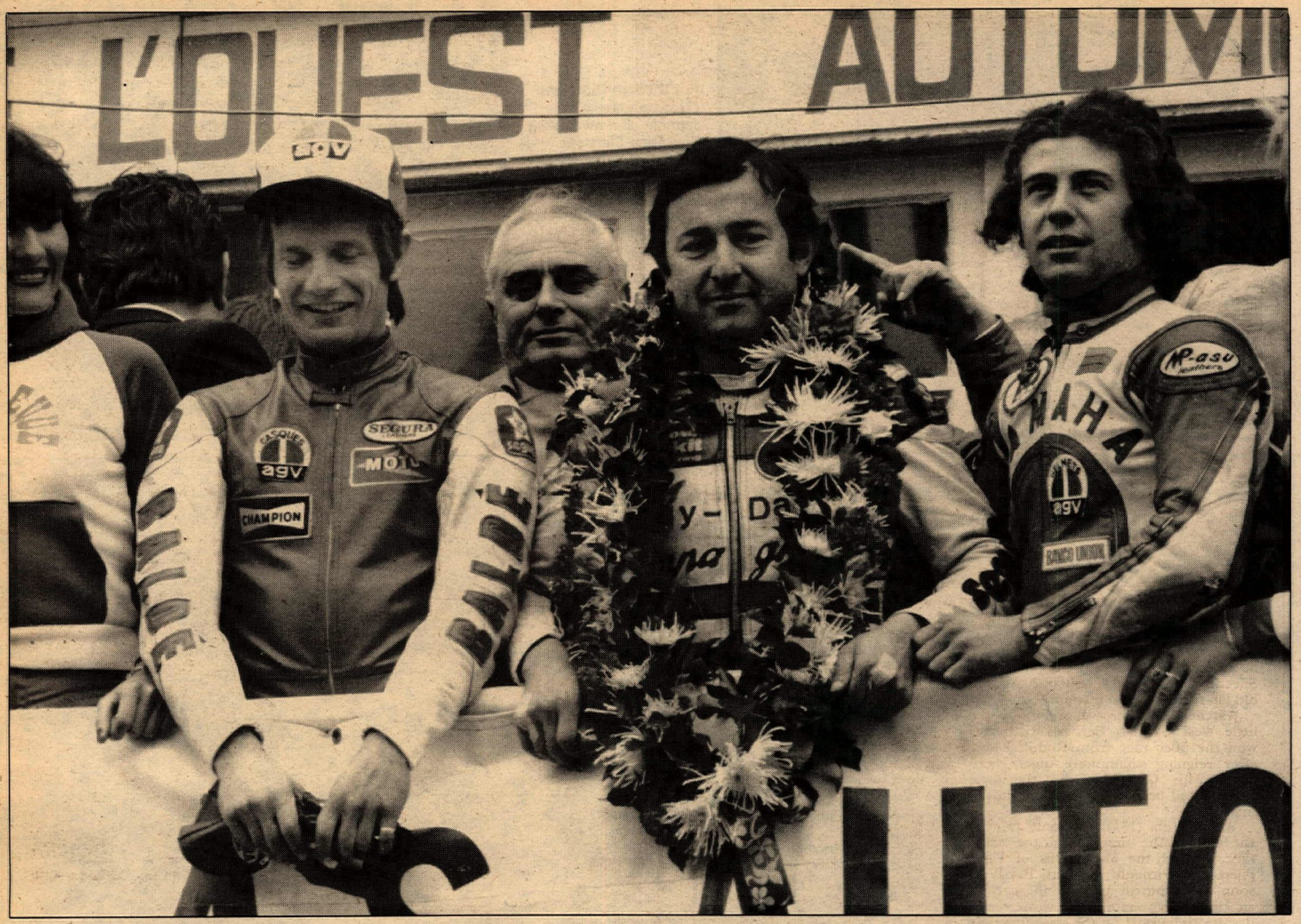
OVERALL 250cc NATIONAL CLASS: 1. Jim Weinert 1-2 (Kaw). 2. Steve Stackable 2-3 (Suz). 3. Tony DiStefano 6-1 (Suz). 4. Rich Eierstedt 3-4 (Hon). 5. Gary Semics 4-6 (Kaw). 6. Bob Hannah 5-9 (Yam). 7. Danny LaPorte 7-10 (Suz). 8. Kent Howerton 11-7 (Hus). 9. Don Kudalski 14-8 (Hon). 10. Danny Turner 12-12 (Yam). 11. John Savitski 13-14 (C-A). 12. Rick Burgett 8-19 (Yam). 13. Gaylon Mosier 17-11 (Mai). 14. Wayne Boyer 19-13 (CZ). 15. Tommy Croft 10-24 (Hon). 16. Arlo Englund 21-15 (Kaw). 17. Bill Grossi 9-29 (Suz). 18. Terry Clark 16-23 (Hus). 19. Francis Summay 23-17 (Suz). 20. Mike Runyard 24-18 (C-A).

OVERALL 500cc SUPPORT CLASS: 1. Glenn Robbins 2-1 (Mai). 2. John Joyner 3-2 (Suz). 3. John Ayers 1-6 (Mai). 4. Gordon Bowden 6-5 (Suz). 5. Jeff Prevost 5-8 (Kaw). 6. Ken Adams 7-10 (CZ). 7. Glen Giles 8-12 (Suz). 8. John Dublin 9-13 (Mai). 9. Joe Ferrini 14-9 (Yam), 10. John Grant 12-11 (Yam).

(Left) When DiStefano (1) wasn't giving Jammin' Jimmy a rough time Rich Eierstedt (94) filled in for him. (Below) Kawasaki's Jim Weinert slides in to the finish line for a congratulatory handshake as he moves to within 32 points of Tony D.

Janett Schmiedlin signals John Ayers during 500 Support action. Glenn Robbins (307) took over from Ayers to win.

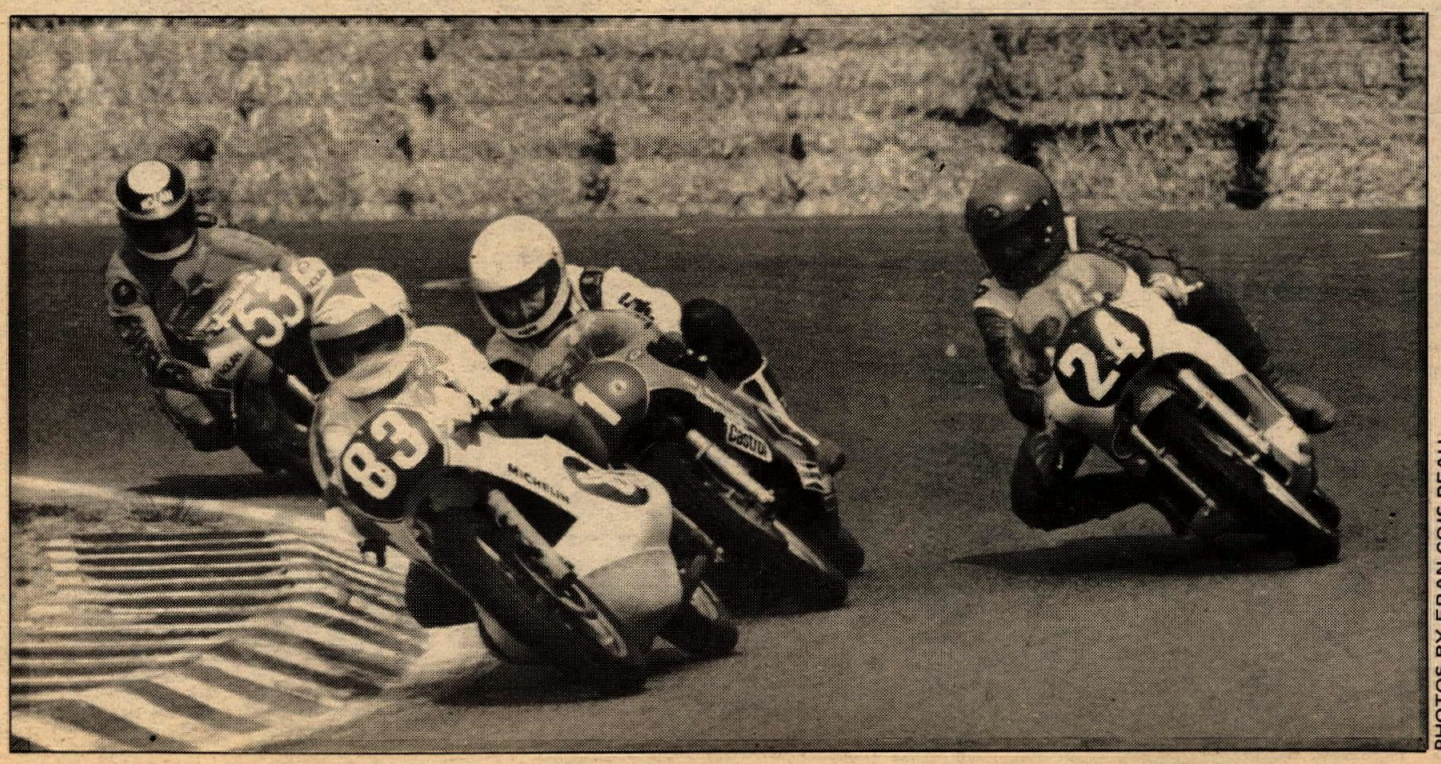
PHOTOS BY GARY VAN VOORHIS AND CHARLES MOREY



Sharing the stand but not the laurels with 350cc winner Walter Villa (center) are Johnny Cecotto (right) and French star Jean-Francois Balde (left).

Villa doubles, Lucchinelli dazzles, Sheene shines

The 250cc start had Morbidelli works man Paolo Pileri (83) leading reigning champion Villa (1) for a brief time.



PHOTOS BY FRAN COIS BEAU

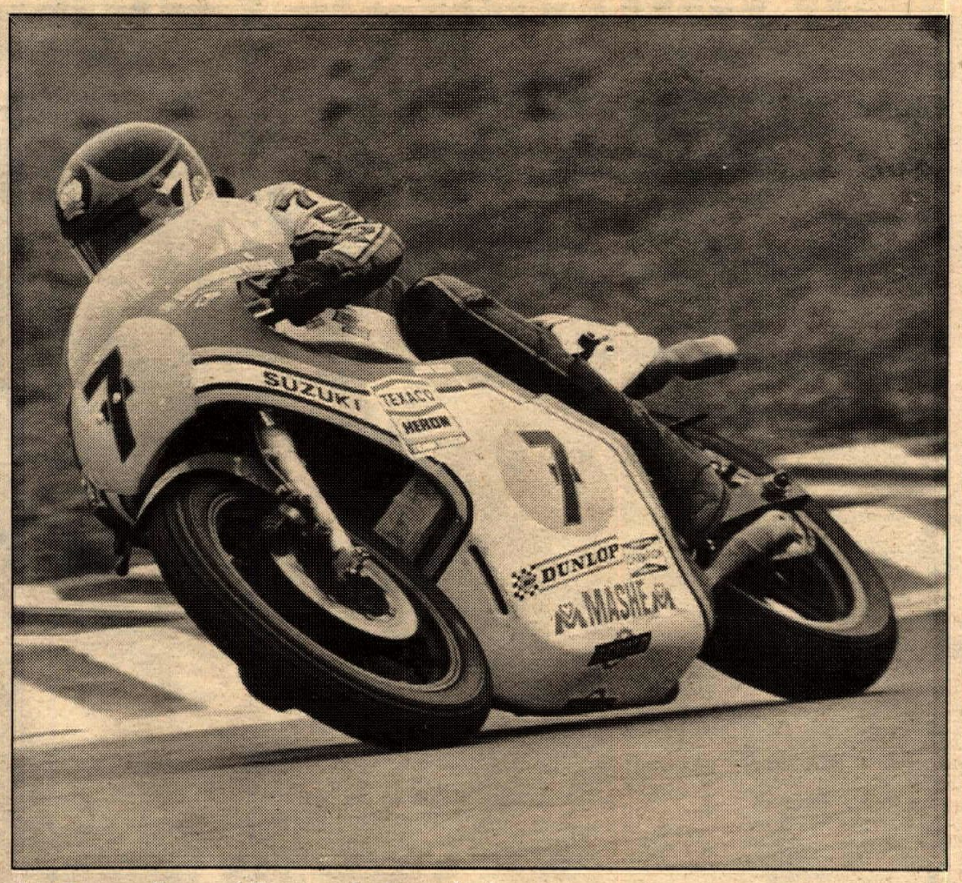
By Chris Carter

LE MANS, FRANCE, APRIL 25

Barry Sheene staked an early claim to the 500cc world title with a convincing victory in the French Grand Prix at Le Mans, the opening round in this year's series. On a new lightweight Suzuki four with a special frame, Barry pulled through from a first lap tenth place to catch and pass early leader Johnny Cecotto (Yam) midway through the 29 lap race.

Marco Lucchinelli was the sensation of the meeting. The 22 year old rider from La Spezia was riding in his first Grand Prix outside his native Italy, and he has been racing only two seasons. Until the final session of practice on Saturday evening he had set the fastest lap, then only Sheene was able to improve on his time.

Lucchinelli made a poor start in the race, with his production Suzuki running on just two cylinders, but he soon carved his way through the pack to third. It looked as though he might pass Cecotto as the pair started the last lap separated by just a few yards, but Marco was low on fuel and had to coax his motor on the final kilometre. Even so



For Texaco, Forward Trust, and a host of others, Barry Sheene carried the flag in the 500cc class.

he set the fastest lap in the race, after Sheene had earlier smashed Agostini's old lap record by ten seconds.

Watched by a crowd of 70,000 the little West German Herbert Rittberger won the 50cc race from Rudolf Kunz, after reigning champion Angel Nieto making his GP debut on the little Bultaco had been brought down on the first lap.

Walter Villa (H-D) was only third at the end of the first lap in the 250cc race, behind the Morbidellis of Paulo Pileri and Pirpaulo Bianchi, but Villa soon took control and left the pack at an impressive rate. He won easily, despite sliding off on the sweeping right hander just before the finish line. At the end of the race he was still more than 30 seconds ahead of his Harley-Davidson teammate Franco Bonera, who had battled through to runner up position after a poor start. The Morbidelli pair both pulled out with rear suspension troubles.

American Pat Evans, second fastest in practice on a borrowed machine pulled out of the race after just a handful of laps with mechanical problems. Finn Tapio Virtanen on the East German MZ showed just how quick the bike is, before being forced out by an oiled plug.

The Harley-Davidson factory in Italy has worked wonders with the 350cc machine this winter, for Villa had little trouble in destroying the opposition.

Giacomo Agostini (MV) had been fastest in practice. A real surprise that had many people shaking their heads in disbelief. And the mystery wasn't helped by Ago pulling out of the race after just a few laps when chasing Villa. The last time the 350 saw the race tracks it was never that quick!

Johnny Cecotto tried hard to peg back Villa, but once Walter had the pit signal he just piled on more pressure to pull away. Behind this pair a ten man group fought for points.

Johnny Cecotto set the 500cc pace, with young Englishman Steve Parrish, who had been on the sixth row on the grid, behind him going into the first, fast right hand sweep. Sheene was sluggish to start, and so was Lucchinelli. Cecotto was still ahead first time around, with John Williams on the other Suzuki GB entered "four" second, Phil Read third and Teuvo Lansivuori fourth.

Sheene moved ahead of Cecotto on the 15th lap, but his teammate John Williams overdid things, and he was brought down when his Suzuki silencers lifted the rear wheel off the ground. Fortunately John was unhurt.

Cecotto was caught napping by the sudden arrival of Lucchinelli. The Italian was right on Johnny's tail starting the 29th and final lap, but his Suzuki began to run out of petrol and he was forced to slow down.

Lansivuori, his machine not running properly, was happy to be fourth but the reigning champion Giacomo Agostini on the MV had to settle for fifth place.

Pat Hennen, the American making his debut in the world championship series, had trouble in starting his standard Suzuki "four" and failed to overcome the handicap. Phil Read's race was shortlived. Third on the opening lap his Suzuki seized yet again (reputedly for the 17th time!) and he was forced to stop.

In the sidecar race that brought the eight hour long program to a close Rolf Biland showed just how good he and his special Yamaha powered outfit is, by coming from the back to catch and pass West German Werner Scwarzel, after seven laps.

The new FIM regulation on silencing was disregarded, with half the entry fitting mufflers, and the rest ignorning the new rule. To complete the general "Alice in Wonderland" feeling the FIM jury allowed the 250s to race with "slick" tires, despite the general council's recent ruling against them! It was that sort of meeting. ●

Results

50cc: 1. Herbert Rittbergeh (Kre). 2. Rudolf Kunz (Kre). 3. Stefan Dorflinger (Kre).
RECORD: Rudolf Kunz (Kre) 11.2: 1:116.354.

250cc: 1. Walter Villa (H-D). 2. Gianfranco Bonera (H-D). 3. Pentti Karhonen (A-Y). 4. Olivier Chevallier (Yam). 5. Gerard Choukroun (Yam). 6. Pekka Nurmi (Yam). 7. Patrick Pons (Yam). 8. Philippe Bouzanne (Yam). 9. J. Claude Hogrel (Yam). 10. Patrick Fernandez (Yam).
RECORD: Walter Villa (H-D) 1 47.8:141.611.

350cc: 1. Walter Villa (H-D). 2. J. Cecotto (Yam). 3. J. Francois Balde (Yam). 4. Takazumi Katayama (Yam). 5. Olivier Chevallier (Yam). 6. Paolo Tordi (Yam). 7. Patrick Fernandez (Yam). 8. Pentti Korhonen (A-Y). 9. Tom Herron (Yam). 10. John Dodds (Yam).
RECORD: Walter Villa (H-D) 1 44.60: 1: 145.943.

500cc: 1. Barry Sheene (Suz). 2. J. Cecotto (Yam). 3. Marco Lucchinelli (Suz). 4. Teuvo Lansivuori (Suz). 5. Giacomo Agostini (MV). 6. Vivtor Palomo (Yam). 7. Stewart Avant (Suz). 8. Dieter Braun (Suz). 9. Karl Auer (Yam). 10. Boet Van Dulmen (Yam).
RECORD: Marco Lucchinelli (Suz) 1 41.40: 1: 150.549.

SIDECARS: 1. R. Biland/K. Williams (BRM). 2. Michel/Garcia (GEP). 3. H. Schilling/R. Gunder (Aro).
RECORD: R. Biland/K. Williams (BRM) 1 52.80: 1: 135.334.

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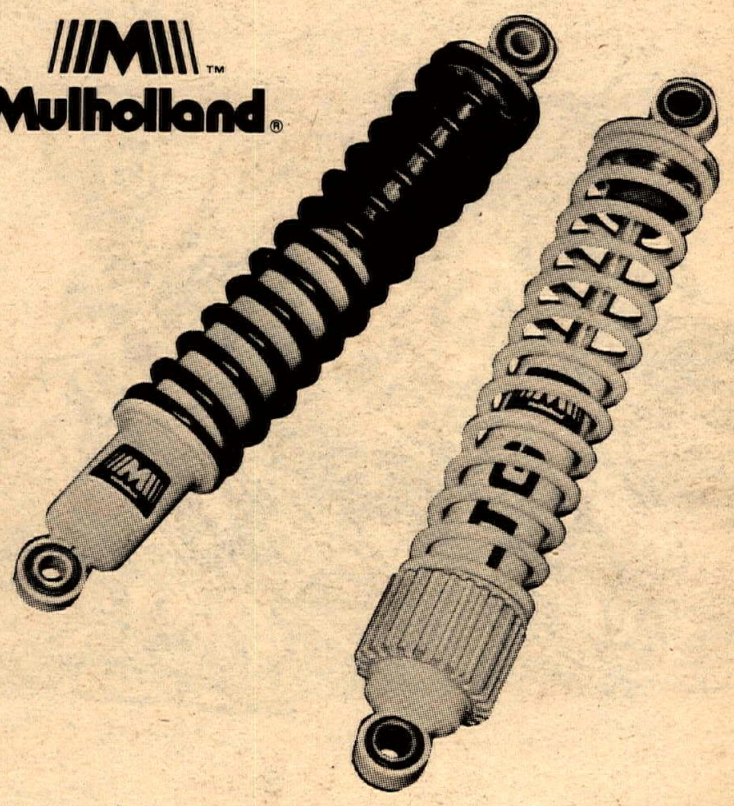

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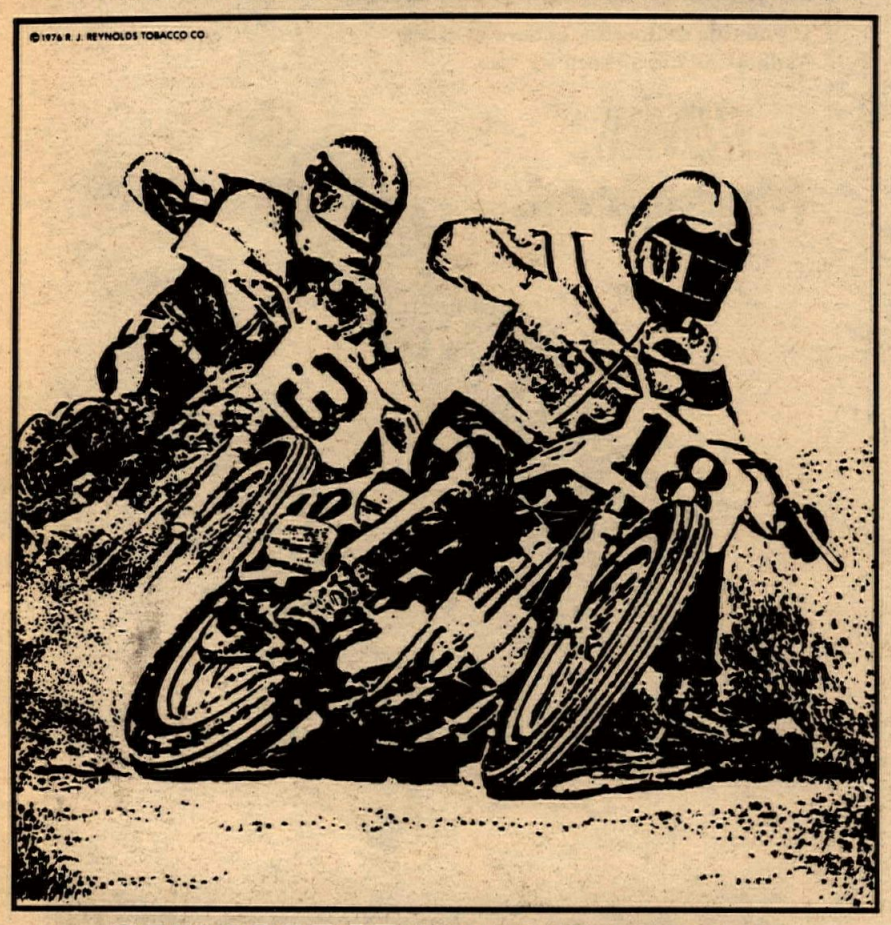

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The 49er Nat'l. Enduro

By Mike Kinsella

FORRESTHILL, CAL., APRIL 25
The Polka Dots M.C. ran their 13th annual Forty-Niner enduro this Sunday. The A riders began at eight on a warm, sunny morning — a morning so fine that you could leave your Belstaff jacket in the van and style it in that old sweat shirt that hasn't been washed since '70.

The last of the C riders left by 11 and the enduro was on. Now that District 36 special breakfast for full throttlers really counted . . . that bag of Fritos and bottle of cold Lucky's beer really rode well on the stomach as the rider cranked down the trail, leaping over rock and log.

The fun began as the arrows led down a creek, weaving back and forth, in and out of the water. This slippery, stony route dropped a few and watered a few others out of the ride. Some lost it on the rocky uphills. But there was plenty of good fire road so that you could get back on your minute if you really pushed. In fact there was so much fire road that a few A riders called the 49'er an easy enduro. But most people

Does all this dust means the lake is lost, too?

split top four overall

PHOTOS BY ED DOODY

thought the proportion of road and trail was great. The course was 100 miles long and the speed averages were 18, 20 and 24 mph.

There was one bottleneck about 80 miles out — a stream crossing with a short, left-angled climb up the stream bank. However, this place snared only a few of the B and C riders. A big problem for the later riders was the fact that many of the arrows attached to low bushes had disappeared by the time the C's came through. This resulted in a lot of missed turns and lost time. There was some misplaced ribbon between checks four and five which detoured a few riders also. How it got there is a mystery, this trail to nowhere petered out in a clearing on a ridgeside and knocked many a man off his minute.

Otherwise, the enduro was super well organized. The checkers were efficient. Flagmen manned the many pavement/trail crossings. First aid patrol men were very apparent on the trail and, very important, the finisher pins were of good quality.

Glenn Topliff of San Leandro used a Bonar calculator to dial himself into a tie with John Clark for the overall at one point apiece. No word at this writing of the results of the tie-breaker. UEA member Steve Keull (Oss) unofficially scored third overall and first 250 "A" rider, followed by Dirt Digger Gary Woodling on his CN-approved Yamaha IT400. Offical results still pending. ●

One of several good creek-crossings.

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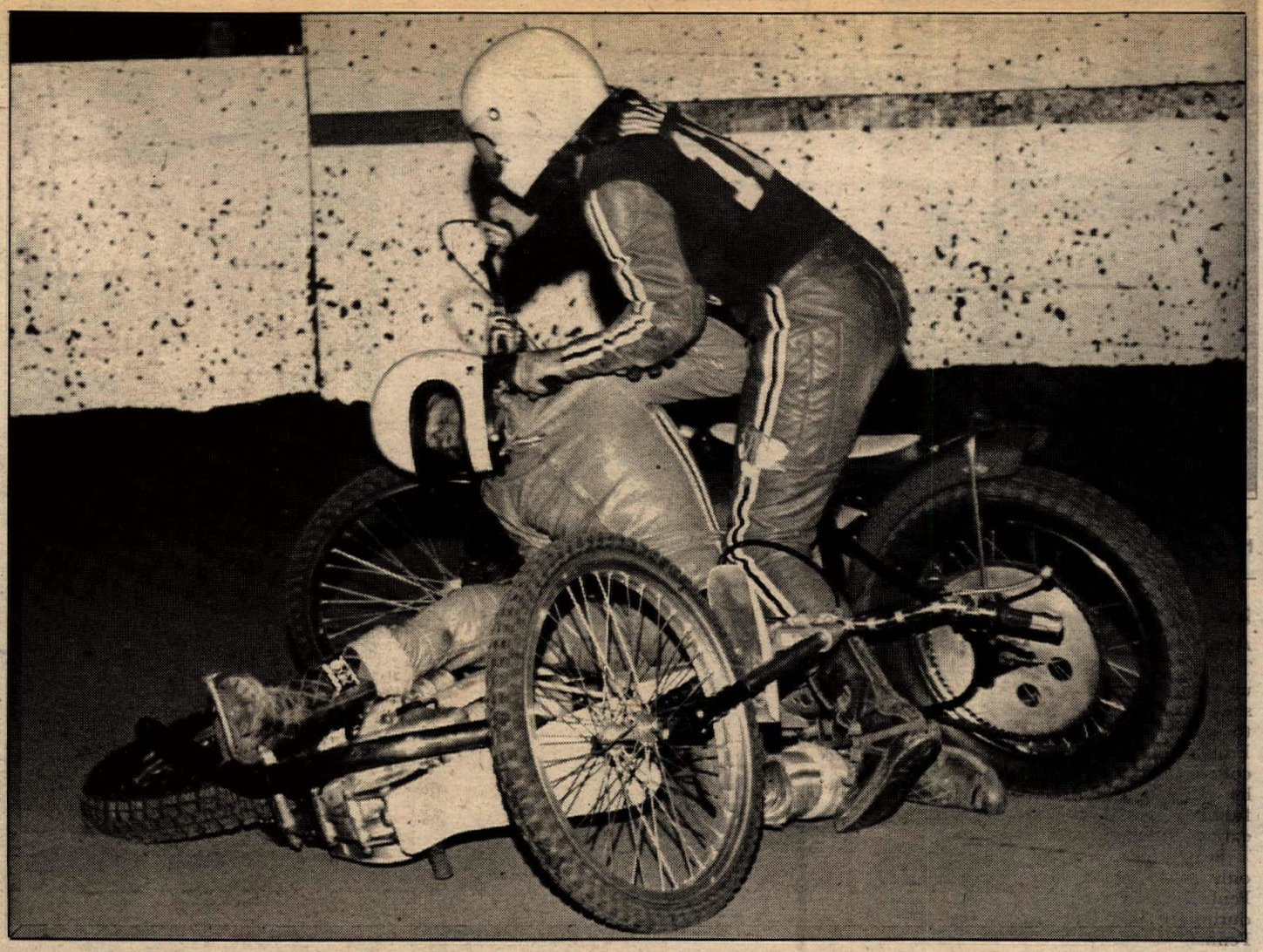


Getting it in the neck. Unbelievably, Mark Velencia (on the bottom) ate it three times in one night, and was ready for more when the ref called the race.

SPEEDWAY WEEK

By Dennis Greene and Rex Reese

Ventura, California
April 27, 1976

The high-flying Eagles of Costa Mesa swooped in to meat the Sharks, starting the third week of team racing. Meat is what the Eagles made of the Sharks, by an 18 point spread. The 48 to 30 score is the most total points turned in one night by any team so far this season.

The first event was to be the only time the advantage went to the Sharks, when Bobby Schwartz took the checkered flag for three points. His teammate and captain of the Sharks, Sonny Nutter, added one more point for his third place finish.

The next 12 events were disaster. Most of the team got off at least once during the night. The Sharks went into the competition without a reserve rider because of Dave Sims' ankle injury.

There were an unusual amount of crashes just because of the team spirit is so high. No one was hurt, although the toll of good racing equipment was heavy. SRA referee Doug Barrett wisely called off one of the Second Division heat races, after the race had to be stopped three times due to crashes involving at least three riders.

Fred Heldoorn was one rider who had more than just a rough night of it. In one spectacular crash he ended upside down against the crash wall. His bike rolled over him as he got up, putting the motorcycle back on its wheels with the throttle full-on. The bike took off head-on into traffic, as yours truly and half a dozen others ran for cover behind a two-inch flagpole. The bike then hit the cement grandstand wall, folding it up like a Coors' can, the motor still screaming as Fred ran over and frantically pulled the plug wire.

The winner (survivor) of the Second Division Main was Steve Lewotsky.

Louis Kossuth, Junior Speedway's No. One rider, added one more win to his undefeated string this year; and home-town hero Dean York (a wallpaper hanger by trade who hangs it up every year to go riding sideways), won the Handicap Main Event over Randy Marsh, another home-town boy.

San Bernardino, California
April 28, 1976

Animals really do fly. Jim Fishback had flown in from the Mint 400 to race tonight, but before it was over, he would fly again.

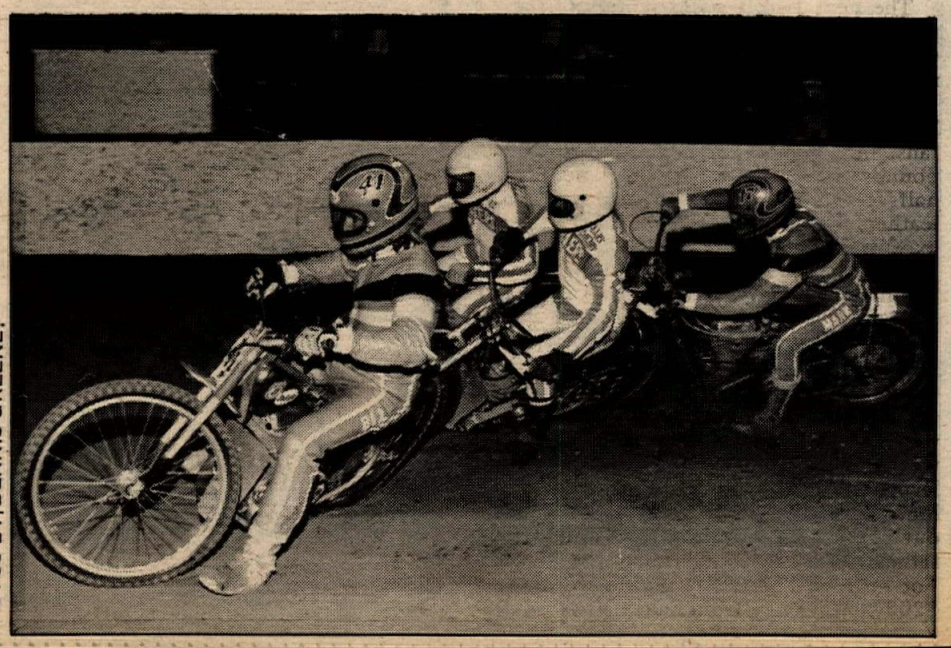
There was no escape from the dirt as it showered down on the press-box while Sizzlers and Bandits went at it on the track. *(While our boy Rex covered Speedway, it covered him . . . Editor)*

Billy Meister rode the ride of his life as he performed three back-to-back sweeps in the team races. He did so good, in fact, that his leathers weren't even dirty. Fishback rode like an animal, defying most of the laws of physics as he drove, pushed, heaved and slid his Jawa about the track. But animalism couldn't beat finesse as Meister was top points man along with Larry Shaw, who went into the final against Brian Short and Dubb Ferrell to cream, steam, and ream Bakersfield with what was hyped as the biggest points spread (49 to 27) of the season.

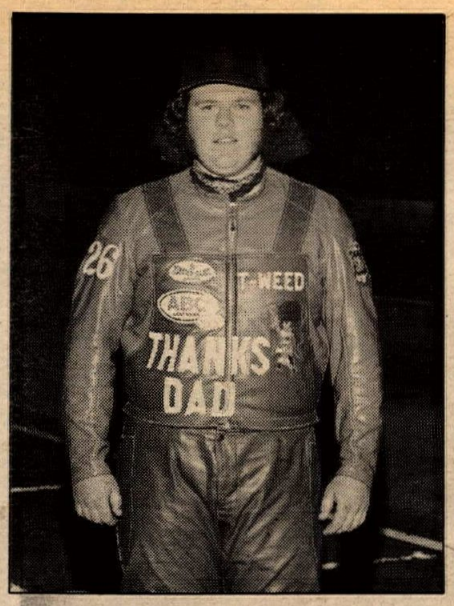
Intermission was a circus unto itself as it was announced that Danny "Berserko" Becker would face off "Tumbleweed" Walton the next week. A couple of Hell's Angels then came up to the booth to make an offer to some aspiring rider. They had a Norton engine and some other stuff to make up a speedway bike to race at Berdoo. They wanted a good rider, "nobody funky like Fishback." So after some fast talking in order not to kindle their wrath, an announcement was made. And they did get a rider. Time will tell.

In the Handicap Main, The Animal was restless. Fishback was hot on Ron Preston's tail on the last lap, trying to do everything to pass him, when he plastered himself into the fourth turn wall, going over the highside as Preston won the Main. The Animal had learned to fly, and after a while he remembered how to walk again as he got back up over the wall and walked slowly back to the pits, apparently no worse for wear.

Bill Cody lines up his Sizzler opponents Larry Shaw and Ed Williams for a hosing.



PHOTOS BY DENNIS GREENE.



Tumbleweed Walton with a message he plans to carry all season.

Irwindale, California
April 29, 1976

Tonight Danny "Berzerko" Becker lived up to his reputation for being fast as he shot off the line and held it wide open to pass everybody in the first turn. From there on he went on to win and collect three for Ventura. Only once did he get zipped, and that's when he fulfilled his reputation for crashing, by eating the second turn wall.

Berserkness, just like Animalism, can only go so far, as Mike Bast and Bruce Penhall made everything look so easy during the team final. And it was easy as Penhall waved bye-bye to Becker in the last turn to get it for Irwindale, making an otherwise close race into a sure win: Irwindale 42, Ventura 36.

Bast later showed his appreciation for Bruce when Penhall's bike failed to catch fire during the handicap heats and was loaned one of Mike's. In true fairy-tale fashion, Bruce then won the heat as easily as if there wasn't maybe a little bit of Bast in him. Mike failed to finish his own heat as he dinged his knee when he spun his bike and fell in order to avoid crashing into Dan Toomey who had slid out.

The Handicap Semi disappointed the Penhall fans as Bruce failed to make the cut, but everybody was soon ecstatic as Penhall proved the he could out-berserk Becker to win the Consolation. The Main was won by Scott Sivadge who set a new record for vertical mouth-to-mouth rescussitation.

Costa Mesa, California
April 30, 1976

Team leader Rick Woods turned in a perfect score at Costa Mesa to lead his team to victory over the San Bernardino Sizzlers. Rick was able to pass other riders anywhere on the track, whether down low on the pole or right up against the crash wall. A true stylist!

Woods' team, the Eagles, put the fizzle to the red-hot Sizzlers who had, until then, only been beaten once this season, and then only by one point. The score, 44 to 34, a ten-point spread, was more than sufficient.

The next two hi-point scorers of the night were Bill Cody and Alan Christian; Cody with 11 points and Christian with nine, both on the winning Eagles.

It is not very often that a Division Two rider gets much attention from the fans, but Tumbleweed Walton, at 250 pounds, just a little over five and one half feet tall and dressed in a pair of leathers that resemble bib overalls, is the exception to the rule. Asked about his leathers and the personal message on his mammoth chest, Tumbleweed's reply; "I was broke and my dad helped me out, so every time I get to race I want everyone to know that Thanks Dad is where it's at for me."

First Division Handicap Main honors went to Phil Moon, a rider who has worked his way up from Second Division. Phil is just one of four racing Moons. His two older brothers are now out of the sport, leaving only Phil and his father, Irwin, to hold down the fort. For his win, Phil received an additional $200 contingency from Select Vans.

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Belgium (2-29-76)	1st Place, Malcolm Rathmell MONTESA COTA 348
Spain (3-7-76)	2nd Place, Ulf Karlsson MONTESA COTA 348
England (3-13-76)	1st Place, Malcolm Rathmell MONTESA COTA 348
France (3-21-76)	1st Place, Malcolm Rathmell MONTESA COTA 348

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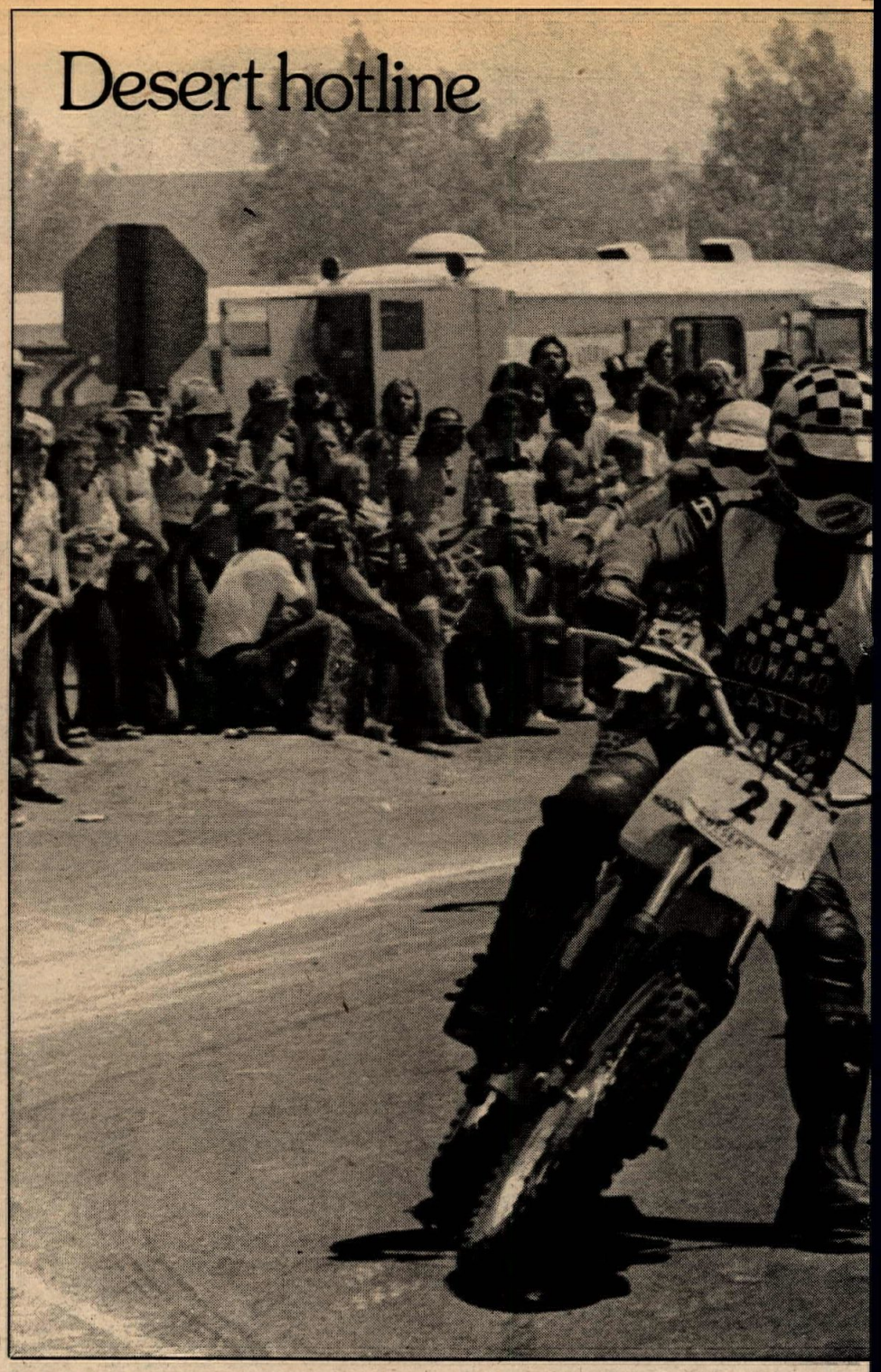

California City welcomed DRA Grand Prix racers, crews and spectators with arms wide op

Tom Kelly captures Cal City

By Dale Brown

CALIFORNIA CITY, CAL., MAY 1-2
Moving from a 125 to 250 for this race, Tom Kelly (KTM) won the Amateur/Expert finale at the DRA California City Grand Prix. Kelly's first overall win happily netted him $1000 in cash plus contingencies.

DRA changed from a mass desert start to a row-by-row start, with the event being timed and position adjusted by start row. Kelly started in front, along with Morgan Malocco (500 Yam) who took the early lead. Pre-race favorite Bob Balentine (400 KTM) started on the second row (15 seconds behind the first) and passed Kelly on the pavement section coming into town to take second.

On the second loop Balentine almost caught Malocco only to run out of gas and lose a couple of minutes. Morgan further increased his lead on the third loop when Balentine lost his rear brake and had to stop for a replacement.

On the fourth loop, Malocco was blasting down a fireroad when a van pulled out in front of him. Morgan skillfully laid it down, and would have slid to a safe stop, but a powder hole caught a wheel and flipped him. He arrived back in the pits shaken but unhurt.

Kelly took over the lead, with Mike Keen (360 Hus) in second, Wayne Garrett (500 Yam) in third and Balentine in fourth. On the last loop Balentine passed Garrett, almost got by Keen, and again ran out of gas.

Kelly finished the 100-mile race with a two-minute lead. The 250 KTM had been given to him and Jeff Kaplan for the Baja. Friday he saw his 125 Mono scattered all over the garage, looked at the KTM sitting there ready to go, and figured . . .

Keen, who finished second last fall, did it again, and picked up around $450. Balentine finished third, second Open Expert. Garrett finished fourth, just ahead of Daryn Wyatt (360 Hus), the first Amateur. Monte Lee (250

Tim Bowman blasts through the Cal City bushes in usual fine form.

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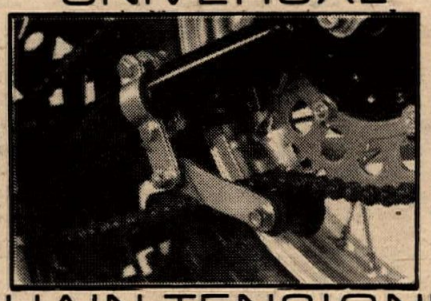

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Just about every business in town, including the Chamber of Commerce, donated to the overall winner's pot which totaled $1000.

Yam) worked his way up from the 13th row to sixth. Bill Tarling (250 Hus) finished seventh, first 250 Amateur after taking the overall Novice win last fall.

John McDowell (400 Hus) blasted off his Novice front row start and into the lead just as the course hit the dirt. It was clean goggles for winner McDowell during the remainder of the race. Ralph Griffin (250 KTM) started alongside McDowell and finished a strong third, but Ron Smith (250 Yam) worked his way up from the eighth row to beat him into second. Lee Schaffers (Yam) finished in front of the small-bore contingent, while Ken Ellis (400 Hus) took first Senior. Michelle Griffin (Ralph's old lady) borrowed Tony Steffins' 250 Mono and was the only girl to go all four loops.

Saturday appeared to be another banner day for the Pritchett family, with Darren taking the flag first in the 0-200 Beginner race and his dad Willis doing likewise to the 250/Open Beginners. When the computer figured the elapsed time, however, Mark Round (125 Hon) slipped in front of Darren for the 0-200 win.

Lizzie Broussard (who along with PP Novice winner Michelle Griffin and Morgan Malocco, graced the CN cover two issues ago) won the Beginner Powder Puff class, riding a strong race despite having her wrist in a cast. Laura Lockridge finished second in her first race. Kelly Kline (Yam) beat a large contingent of Minis.

While the local merchants enjoyed the large crowd, the large crowd enjoyed the sunny weekend in unaccustomed comfort. That included watching Winona Richardson belly dance with the donations going to the Legal Defense Fund. Four dollars from every entry plus ten percent of the winnings also went to the Fund.

The 20-mile course was largely fireroad, with some gnarly trails tossed in for blisters, and a healthy dose of pavement tossed in for fun. ●

Tom Kelly gears up for Baja with a DRA win worth $1000.

Even the hackers find their place in the sun at Cal City GP.

PHOTOS BY DALE BROWN

Western hotline

PHOTOS BY DAN MAHONY

Brad Hicks (38G), Rob Murray (70R), Doug Hannon (22R) and (hidden) Vince Mead set up to sort out at Ascot.

Ascot half-mile

By Maureen Lee

GARDENA, CAL., APRIL 30

Like riding a fire-breathing monster Junior Ted Davidson laid down the law on the Ascot half-mile setting fast time in practice, blowing them away in his heat and then the super-hot Davidson pulled the carb slides to their stops and ran away with the Junior main. But he didn't run far.

Eddie Lawson riding his potent Bultaco again won the Novice class and is now the current number one Novice in the nation.

Steve Eklund, Tom Berry, Walt Foster and John Allison lined up for the Trophy Dash. Berry was extremely anxious, jumping twice, and almost unloaded skittering around in the turn. Eklund went around him on the high groove and Allison went low and as the Dash ended Berry skimmed by Foster at the line.

In case you've wondered, Eddie Lawson's Bul is a stocker. No fancy Ascot-type frame, Barnes wheel or disc. Lawson kept stretching out his lead and all eyes were pinned on Tim McWhorter as he snaked his way up to second. Following right with him into third was Dave Lujan just ahead of Rod Spencer.

The Junior Main turned into a bad dream for Ted Davidson. Shooting out of the first scramble with the lead, he proceeded to put a lot of distance between himself and friendly rival Steve Fortune.

Davidson was really smokin' when the old adage "they always go fastest before they blow" came true; coming out of turn four the ignition went, complete with flames popping out of the headers. A surprised Steve Fortune found himself with the lead on the very last lap.

Tom Berry led off the Expert procession and Steve Eklund found himself being shoved up into the high groove to get by. Once out front he pulled ahead and Rob Morrison arrived to dive under Berry into second.

Berry was still quite erratic. It was wild and wooly to watch, but eventually he went down with Foster in a bad looking crash and the race was stopped. Happily, both racers were able to walk back to the pits, with a little help from their friends.

The re-start was single file and despite a great try by Rob Morrison to hold onto the lead briefly it was soon Eklund running out front again and pulling away. Dorsch was securely behind Morrison, followed by Rick Kraft while Jim Wright managed to hold off John Allison for a while but eventually lost out.

Next week Grand National Champion Gary Scott returns to Ascot in what promises to be an exciting evening as more top riders converge on the west coast for the Long Beach Indoor Short Track and the upcoming San Jose Mile.

Results in Results Section.

Bob Eary, foot loose and fancy free on the Ascot H-M.

Marquis masters Corona

By Elaine Jones

CORONA RCWY, CAL., APRIL 21

Rick Marquis displayed some fine looking machines that were definitely not the all show no go variety, and proceeded to capture the Open Expert Half Mile Money race from start to finish; acquired a second in the Open Expert half-mile behind Rick Plueger and rounded out the evening with a third behind Mike Tidwell and Dan McWhorter on the Open Expert Money TT.

The Gripsters M.C. jockied themselves into positions for the huge Open Amateur classes. Mike Baeder just getting his transfer last week proved it was a wise decision by winning both the TT and the half-mile. On the half-mile the regulars shut out the Gripsters with Denny Aguirre second and Stan Kinsey third. On the TT it was a different story with Wayne Melanson and Jim Bearup taking second and third.

Fred Conover earned a transfer to Amateur by winning the Open Novice TT going away. A broken pipe kept him from his second win, on the half-mile, and he had to settle for second to Lou Gimenez.

Eddie San Roman had it all together as he got off the line first and finished first. It appears the gearing problems that have plagued him are a thing of the past.

Mike Tidwell added some brass to the cash he collected in the money race by taking both the 125 Expert goes and the 250 Expert TT.

Bobbi Hunter, the young lady in residence, put it to the guys as she won the 250 Am/Ex half-mile over Bruce Talbot and Bob Eary.

Terry McCreery headed the 125 Amateurs on the half-mile and then climbed on his Harley to finish up with a win the 250 Novice half-mile.

Robbie Robinson, on a screaming 100cc Yamaha in a mini-cycle frame, flat ran away from everybody on the 100 Novice TT. ●

Hi-boots TT

By Ken Dunn

DEHESA VALLEY, CAL., APRIL 18

Despite poor turn outs and financial hassels, San Diego's only dirt track oriented club continues to present a program of fine racing for those who prefer sliding it sideways. This second race of the season provided some incredibly tight racing from the 250 and Open Expert events.

Billy Hicks (Yam) grabbed the lead in the first 250 Expert round, only to relinquish it to Tim Melancon (Yam) on the second lap. Hicks did his best to hold his position, but was bumped back to third by Richie Volk (Yam) who was charging up from a bad start. Volk's persistance soon had him clinging to Melancon's rear fender. He pressured right down to the wire, losing out by a mere wheel length.

Mark Little (Bul) holeshot the first Open Expert heat, but soon faded after brother Steve (BSA) and Tim Melancon (Yam) slipped by on the inside exiting the first turn. Jeff Allison (Kaw) was challenging Melancon's lead on the third lap, but got a little over-eager and ate it in the sweeper soon after. Steve Little put his Beezer back into second with Scott Marshall (Yam) pressuring in third.

The second 250 Expert round saw Bill Sims (Yam) pull the holeshot. Bill's moment of glory was short lived as Richie Volk stung him at the top of Dehesa's long uphill and Melancon followed suit. Volk ran away with it to take the win. Melancon grabbed a secure second and Hicks zapped Sims for third.

The second Open Expert heat saw another Little holeshot, this time Steve holding honors aboard his BSA. Little exited the start sweeper stone sideways but after holding the lead for one lap the BSA pulled its favorite number and quit. Melancon inherited the lead. Meanwhile, Jeff Allison (Kaw) slipped past Knauer into second and closed the gap on Melancon. Allison made his move on the fourth lap and went on to take the flag, leaving Melancon second with Knauer a close third.

Billy Hicks aced the pack in the last 250 round but lost it exiting the sweeper when Volk slipped by on the inside. Volk moved out into another strong lead while a freight train of riders battled over third. At the flag it was Volk, Hicks, Melancon and Scheilger. Volk collected the overall.

Melancon grabbed the lead in the last Open round, pursued by Scott Marshell (Yam). Knauer moved up to challenge Marshell for second and was soon joined by Allison. All three riders dueled, inches apart, right down to the last lap. Allison, who had fallen off the pace, cranked his Kaw to the max and zapped both riders on the outside exiting the sweeper. Allison's maneuver secured second overall behind Melancon. ●

Results in Results Section.

ONE FLEW OVER THE 'BRAVO'S' BEST

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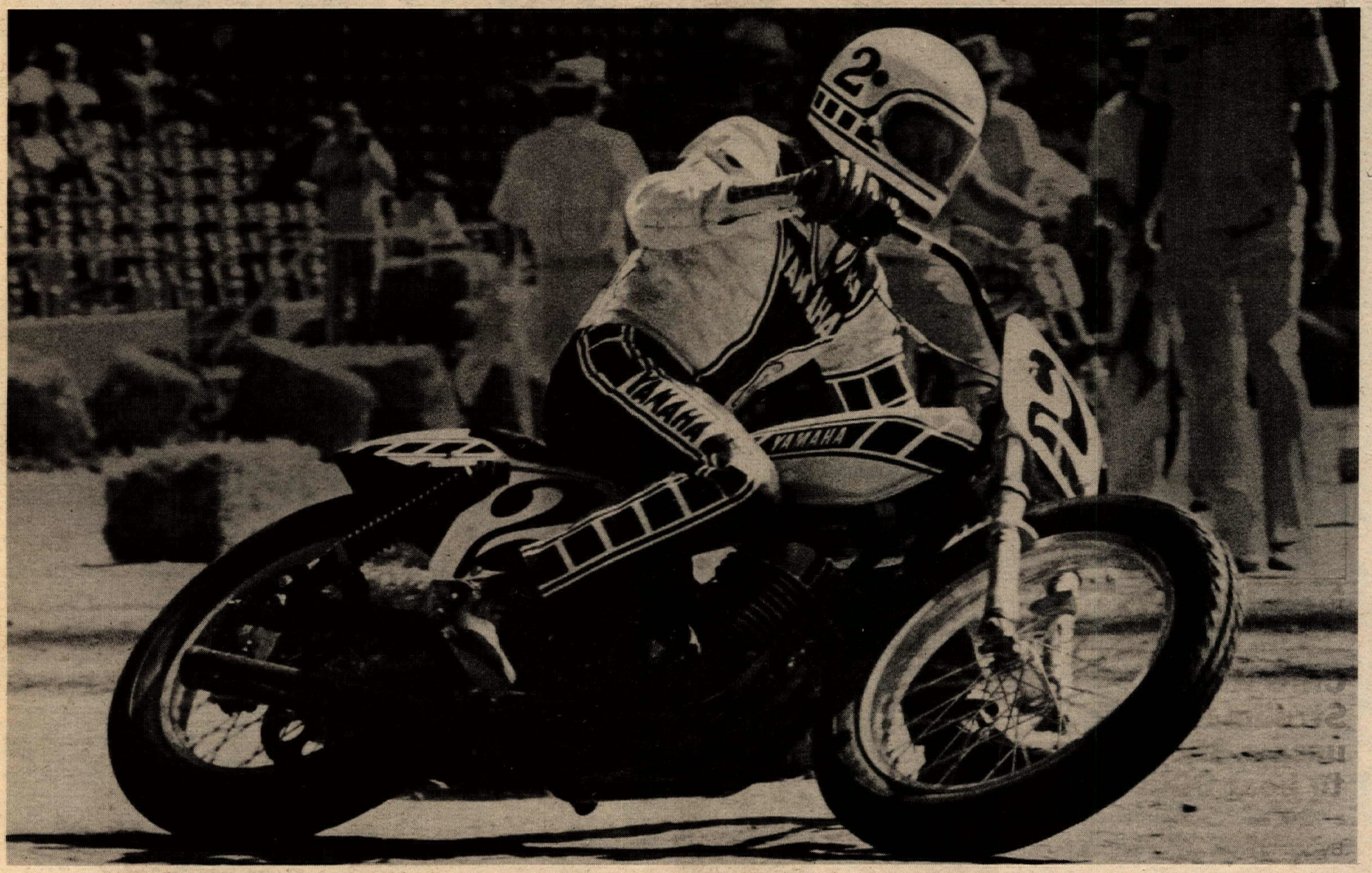

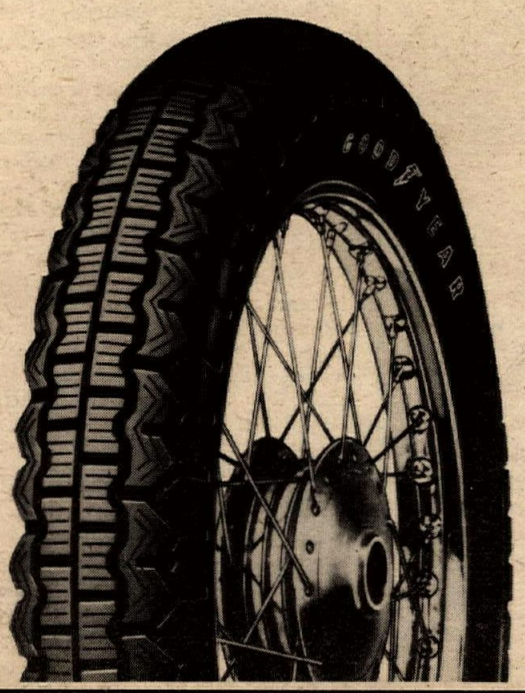

For the second year running, Kenny Roberts has used Goodyear Eagle D/T race tires to dominate the Dallas short track in the Camel Pro Series. His April 10th victory ride not only gave him back-to-back wins in this AMA Grand National Event, but increased his career National wins to 17. The latest Dallas run also helped Kenny tighten his grip on second place in the '76 National point standings –and moved him up to within 5 points of first place.

Kenny's choice of rubber is commendable. For the past two years, the Goodyear Eagle D/T race tire has struck more pay dirt in AMA Grand National competition than any other tire.

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PHOTOS BY JOHN ULRICH

The 250 GP lead trio thoroughly bunched up as Harry Klinzmann (half-hiden) sets up inside Mike Baeder (170). David Emde (192) remained a spectator, in third.

CMC RR: Strohmenger uses a 350 to beat 900s

By John Ulrich

ONTARIO, CAL., MAY 2

Chuck Strohmenger used his Yamaha RD350 to give riders of larger machines fits today in the Super Cafe class. Ontario is said to be a horsepower track, but Strohmenger battled his way into the front trio with his aggressive, have-no-fear riding style, not horsepower.

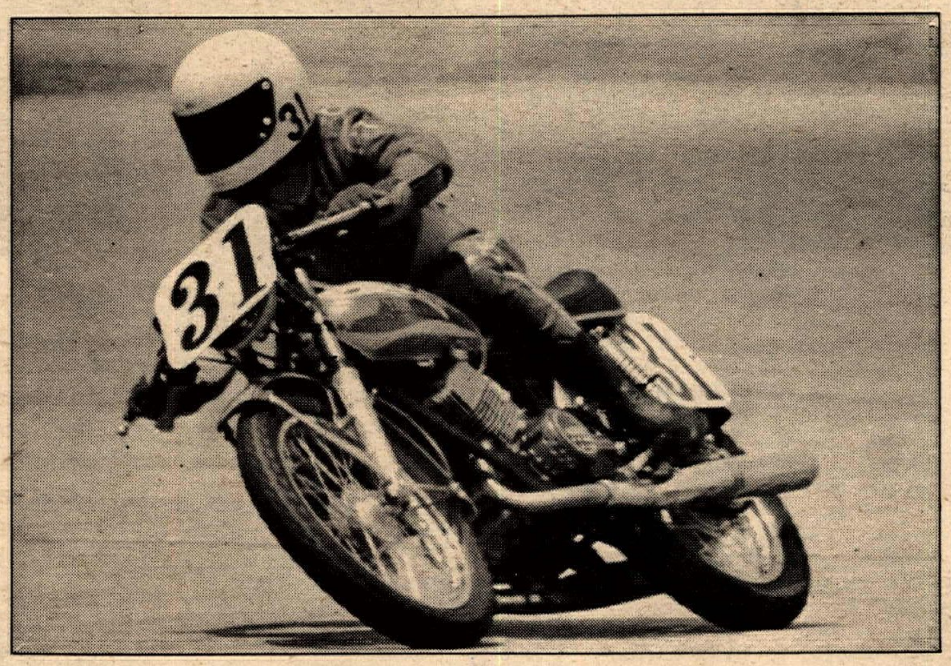
At the end of the first lap, Pat Beacom on a R.C. Engineering Kawaski Z-1 led. Just behind Beacom was Strohmenger, who had already forced his way past Jeff Steele (Hon 750) and Art Friedman (Hon 400). Friedman pulled into the pits at that point, his fast Yoshima Honda having sprung an oil leak. Beacom won, Steele retired, and Strohmenger was second. Third was Leland Nakagawa on a Kawasaki 900.

Racing in 500 Production later, Strohmenger's attempts to do as well as he did in the Super Cafe race were thwarted when he crashed in Turn 16 on the fourth lap.

"I was dicing with Bill Henry (Yam 350) and tried to get underneath him. I got down on the white line in Turn 16 and got off really fast."

Strohmenger's left arm was packed with ice and wrapped in a splint after the race. He swore he'd become a tuner and give up racing if the arm was broken.

Chuck Strohmenger played giant-killer in Super Cafe.



Mike Baeder led the first lap of 250 GP, with David Emde and Harry Klinzmann right behind. At the last turn of the road course, Klinzmann just drove past Emde and closed up on Baeder. The two leaders pulled away from Emde. At the mid-way point, Baeder still led, but Klinzmann passed on the next lap. One more lap and Baeder pulled off the track with a broken ring. Klinzmann beat Emde by 15 seconds. Dick Fuller was third.

In a 350 GP rematch, Baeder led until he crashed. Jumping up in a fury, Baeder threw his helmet. Klinzmann kept his cool and his helmet on, and won. Emde did not finish, having thrown his chain. ●

Results in Results Section.

Old Timers at Spillway

By Dal Calais

SANTA MARIA, CAL., APRIL 25

A strong wind that blew in over the weekend didn't hamper the stout hearted over-40 gang whose crimson and gold jerseys dazzled the Elks Cerebral Palsy Benefit.

Marvin Olson sand blasted his way around for yet another overall win followed closely by Jim Warden and Bob Pawling. In the Expert hash, it was Al Dennler on his mighty Maico all the way with S.B. Michaels in second. Doug Archibald, always improving on his new Maico, was third with Sam "head 'em off at the pass" Jones fourth. We now have our very own "Factory" rider in Prez Dick Varvel. He and his wheezy CZ romped in for the overall victory and in doing so, won $100 for first place, two Barum tires for having the same brand on his bike, and a box of PAL sparkplugs for running PAL power. In the Novice mob, Dapper Dan Harris layed it on heavy again for the overall. Norm Blackmer powered his mighty Kaw for second while Mel Shapiro and Randy Lyall gassed it for third and fourth. Norm Stephens wailed on his CZ for several laps until he stuck his leg out to check the wind direction, but the wind won. He's now sporting a good looking cast. ●

Manzanita AMA opener

PHOENIX, ARIZ., APRIL 21

Manzanita held its first official AMA sanctioned race after being rained out the week before. A field of 100 riders turned out to try their skills at TT.

The action started with the Junior and Senior mini bikes running together, with Morgan Clay (Yam) winning by a bike length over Don Adams (Yam).

The 125 Expert class was dominated by the Carter Bros., Larry (Yam) running first and brother Randy (Yam) a close second. Danny Boaz (Yam) kept them honest with a close third.

The 250 Novice class was jammed with action as 14 bikes tried to play leader. Bob Russell, on a new Yamaha, won with Mike Brewer and Bobby Boaz following.

Larry Carter again triumphed in the 250cc Expert class with Tucson rider Bobby Scott finishing second.

Pro Expert Rick Kraft made a rare appearance and left little doubt that Pros go a lot faster than Amateurs. Rick and Marty Halkola, Pro Junior riders ran 1-2, just warming up for the Pro half-mile on April 25.

Jon Sellers again dominated the Open Expert class, with Tom Burcham and Bobby Smallwood making the old man sweat. ●

Results in Results Section.

Mallory makes a comeback

By Ted Titmas

VALENCIA , CAL., APRIL 16

AME, despite a small turnout of Pro riders, managed to attract large entries in the Sportsman classes. Overall winners of the Pros were Jack Keese, Ron Gibson, and Dave Hensche.

Without question the sensation of the evening was the arrival of Chris Mallory (Mon) in the 250 Intermediates after a five month layoff. Mallory had celebrated his return with a win in the 250 Junior class last week and moved up to Intermediate just this week.

Rich Titus (Suz), who normally reigns over the 250 Intermediate class, became drastically aware of the new challenger as Mallory won the first moto. Between races Mallory became aware that he was really out of condition after his long layoff, but at the start of the second go he immediately grabbed the holeshot. Titus began closing the gap and began to breathe down Mallory's neck. Titus knew he had to whip Mallory in the second for the overall win. As Mallory became visably tired Titus repeatedly attempted to pass without success. Titus had to settle for his first second in a long time as Mallory held on for the overall win. ●

Results in Results Section.

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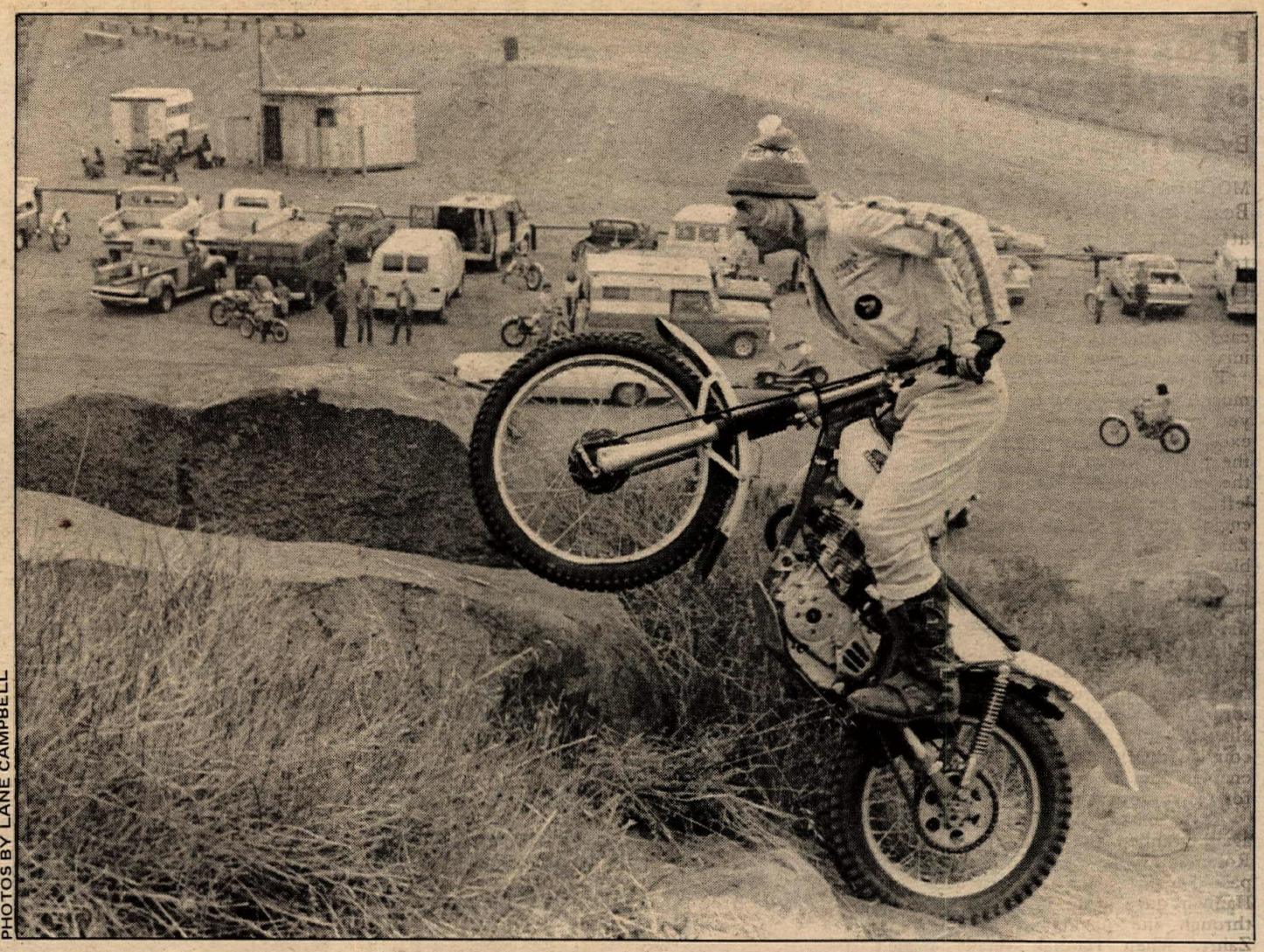


PHOTOS BY LANE CAMPBELL

Even Marland Whaley gets big-eyed at times. But then he's in a bad place to screw up.

ATA trials at Elsinore

By Lane Campbell

ELSINORE, CAL., APRIL 25

District 37 TT Scrambles aren't the only things that happen at Elsinore Raceway these days. First they put in a speedway practice oval; then along came the Plonkers to throw an ATA points trial on a seven-mile loop laid out in the hills surrounding the track.

Marland Whaley, taking deliberate ones and twos much of the time, found the best way to work the loose soil laced with rocks. The trial was difficult for Experts and fairly easy for everyone else, as the scores bear out (Marland's 50 compared to Amateur winner Marty Tripes' 23 or Novice winner Lance Verburg's 14). Bernie Schreiber was second Expert nine points in arrears after four "fives" netted him a disastrous 28-point first loop. It was catch-up from then on. Mike Griffitts, first time out on Vic's 348 Cota, was third with a 65.

The trial opened (for Experts and Amateurs) with two good "mountain-goat" spectator traps. Trap One was a humongous rockpile with treacherous footing. While the Amateurs rode it straight across, the Experts were given a scary-looking approach straight up and down a bluff before hitting the rocks. After about 20 minutes of sandbagging, "After you Alphonse" and walking up and down the bluff to improve the trail, the Experts wound up riding it like a freeway until they got on the rocks. Griffitts was clean, Whaley took an angry two, while Bernie got sideways in the rocks and took out a stake for a surprise five.

Trap two, Griffitts fived on a sharp rock step, Bernie fived in about the same place, Marland scrambled and saved it with a three. That set the pattern for much of the trial. The "killer" section for Experts was a powdery hillclimb laced with hidden rocks which everybody blew at least once. Marland fived it twice, then one-dabbed it on the third and final loop.

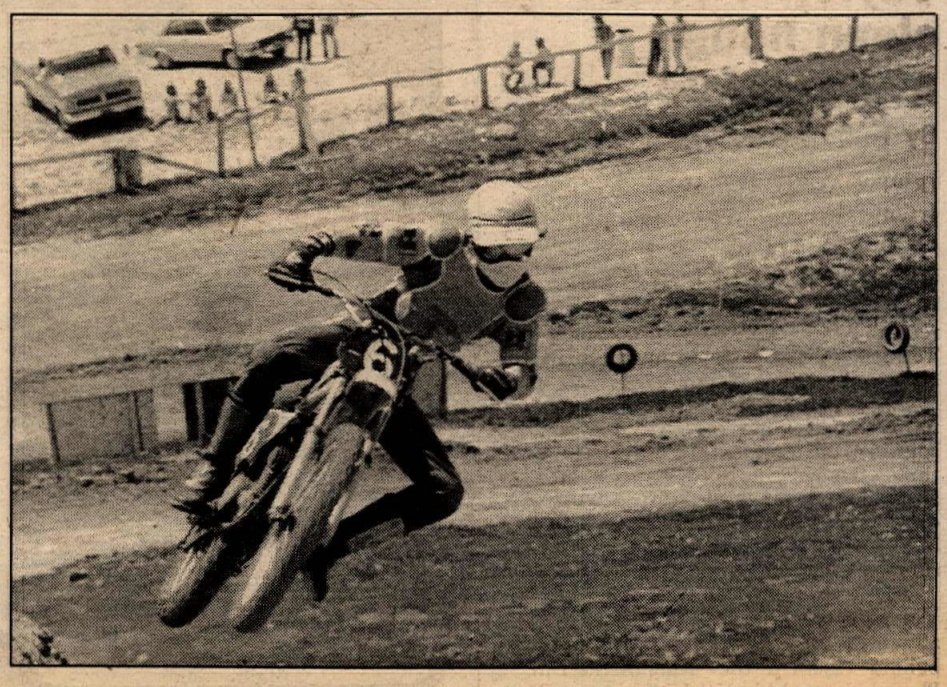
In other classes, the winners vaulted clear and away from their competition. Mike Stone went 2-0-0 to clean the Kids' class. Verburg had eight points on second Novice Paul Webster, though third-fourth was a points tie resolved by cleans, as was second-third in the Amateur class.

Lots of fun and games before and after the trial as the Experts discovered the speedway oval. What with Marland calmly carrying the front wheel all the way around the oval, Ron Doster making his Bul track faster than most of the Division Two types practicing, engaging in sand-kicking contests with Bernie, the speedway riders began to get downright owly. When one of them brandished a tire pump, the trials guys quit making them feel bad and gathered on the hill to watch. Just an all-around fun day. ●

Results in Results Section.

Amateur winner Marty Tripes. Yes, that's the name.

Bob Hannah takes it to the top at Valley Cycle Park.



TED TITMAS

Pros promenade at AME MX

By Ted Titmas

MOORPARK, CAL., APRIL 18
Beautiful Easter weather aided in attracting a large number of Pros to Valley Cycle Park. Bob Hannah, Billy Grossi, Will Harper, Kenny Zahrt and Greg Robertson caused some of the local riders to imagine they were attending a national.

Bob Hannah has to be one of the most exciting riders to watch, even if you know nothing about motocross. His exceptional riding talent was evident in the first moto of the 125 Pro class. As the gate dropped Hannah (Yam) was left at the starting line with a stalled engine placing him dead last as Kenny Zahrt (Hon) and Greg Robertson (C-A) blasted off into the lead. A few laps later Robertson passed Zahrt and began stretching out his lead. As the race for the lead continued between Robertson, Zahrt and now Bobby Kline (Hon), spectators were drawn to Hannah's remarkable progress as he moved up through the pack. Hannah's talent for changing lines without hitting a bump, coupled with his incredible speed, enabled him to finally pass Robertson for a first moto win.

At the start of the second moto Zahrt again grabbed the holeshot. However, Robertson, who was determined to win, passed Zahrt after the first few laps. Hannah once again began to move up through the pack and advanced to Zahrt. When Hannah finally passed Kenny, Robertson had built quite a strong lead, giving him the moto win, and the overall cash. Hannah took second, Zahrt third.

The 250 Pro class was equally as exciting. Hannah's biggest surprise came not from Billy Grossi, but from Cole Bros. sponsored Will Harper (Mai). Harper held down the lead for half the race with repeated attempts by Hannah to pass. Soon after the halfway mark Hannah succeeded in passing Harper but was unable to shake him off. As they passed the flag Harper was tailing Hannah by a matter of inches.

Again in the second moto Harper took the lead trailed this time by Grossi. Grossi began to show his brilliance, pressuring Harper to go wide in a turn allowing himself and Hannah the opportunity to pass. Grossi and Hannah battled neck and neck for almost the remainder of the race. Hannah finally slowed drastically when a rock lodged in his shifter. Grossi took over the lead and the moto win, ending with third overall. Hannah garnered a second and first overall, Harper reigned second overall.

Results in Results Section. ●

Taylor & Vidic clean house at Irwindale

By Tom Blattler

IRWINDALE, CAL., APRIL 23
Irwindale motocross fans welcomed the return of Dave Pessy, winningest CMC Professional rider in history, but Pessy's impressive record didn't hold back the "El Monte Terror" as David Taylor again made a shambles of the 125 Pro class.

Taylor, who has been nearly untouchable since receiving a strong sponsorship, ran away with each of the three five-lap motos. Taylor's buddy and arch rival, Gary Denton, was his only challenger, but Denton suffered bike trouble in the first moto after running second most of the race.

The 250 Pro class was another Jeff Vidic benefit. Vidic blasted away with all three motos and finished second behind Taylor in the "King of the Hill." Placing second behind Vidic in the 250

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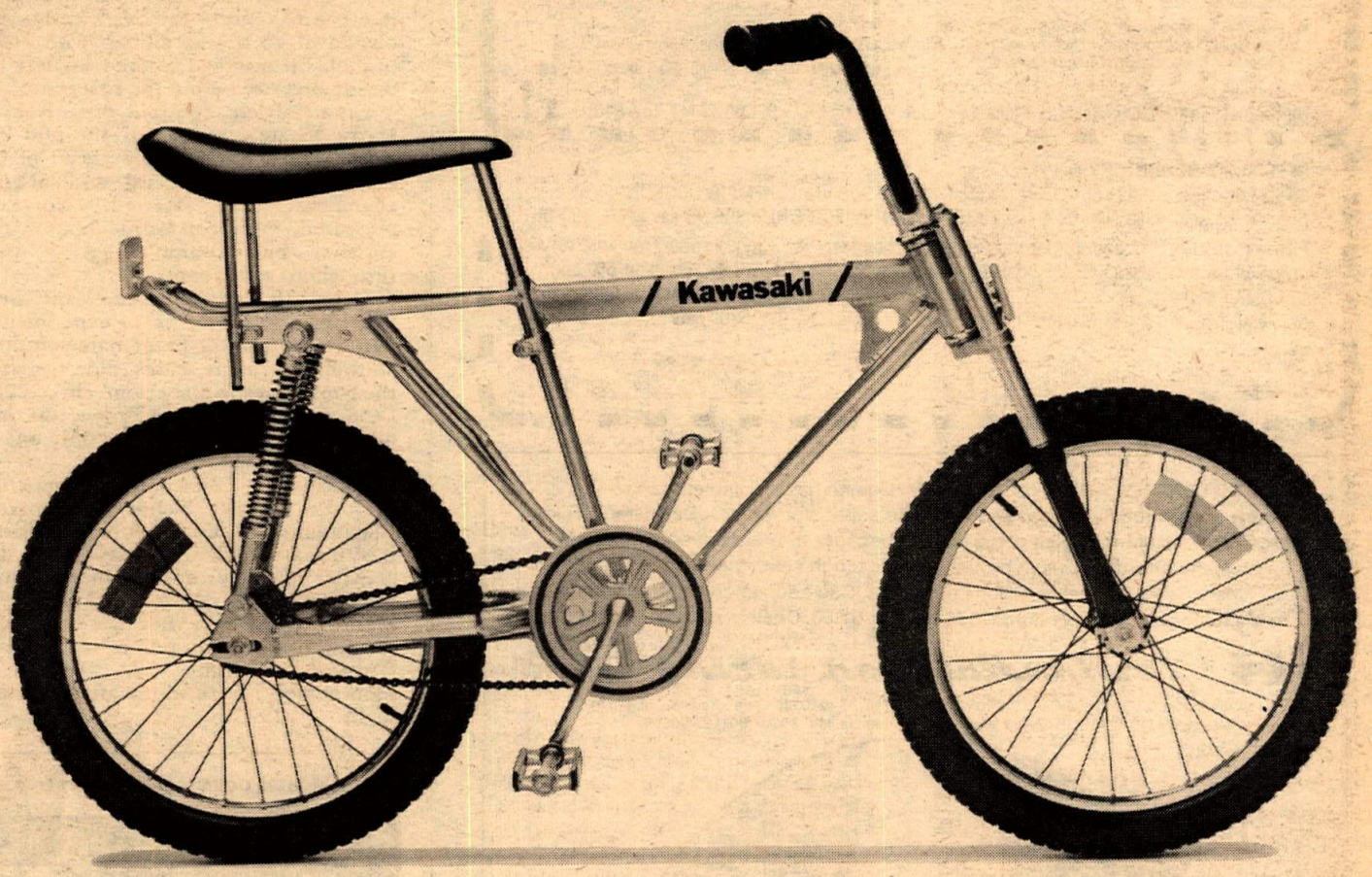

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class current CMC point leader Val Tamietti (Mai) was riding a 250 for the first time in almost two months. Third went to another Maico rider, Mike Follmer. ●

Results in Results Section.

McGowen wins while Tripes stars at South Bay

By James Brammer

CHULA VISTA, CAL., APRIL 21

Winner Mike McGowen (Hus), the National Amateur Champion, held off a sensational riding display by Mike Tripes (Yam) in the 250 Professional class at South Bay.

Tripes, from a family of famed racers, shot from fifth to second during the last lap of the first moto. In the second moto, he fell, after a five-lap dice with McGowen for second, but recovered in time to finish third, gaining an overall second.

No one held an advantage in the first moto as Mike Stearns, Jim Martin, and Mike McGowen exchanged the lead. Stearns slid from second to fifth while Tripes moved up during the last lap. McGowen led wire to wire.

In the second moto, Mike Stearns (Suz) broke into the lead early and carried it to a win ending with third overall. Stearns had injured his left leg during practice before the first moto.

On a shiftless, constant drive Rokon, Marty Moates, winner of the 500 Pro class, kept a leading edge ahead of CZ mounted Rob Norgaard and district champion Chip Howell. Norgaard pressured, even got beside him in the corners, but couldn't get a pass throughout either moto.

Over 170 riders entered. Many were testing new or experimental motorcycles, so the brand name on their clothing in some cases didn't match their machines. Number one ranked 250 D-38 desert racer Lynn Brown was on a new KTM. He said, "It's the only one in District 38 desert racing."

Riders from 22 schools are competing in the High School Motocross Championship series with two more meetings scheduled for May 5 and 19.

After the series opener, the standings were Helix, 120 points; Mt. Miguel, 90; Monte Vista, 80; Bonita Vista and Mission Bay, 76 points each; and Grossmont with 72. Defenders, Montgomery, were ninth after opening night. ●

Foland flashes to AMC MX win

By Danny Raymond

SADDLEBACK, CAL., APRIL 25

AMC's action was highlighted by a very large Open Pro division, but KTM's Jeff Foland swept both motos from start to finish, with hard charging Richee Collins (KTM) trailing in second. Steve Bauer took his D&G prepared Honda to the head of the 125 Pro class, while John McGonigal (FMF) rode a fine second moto to assure him a second overall.

As the pack funneled into the first turn of the Open Pro race, Jeff Foland took command, leaving Scott Cavness (Suz), Richee Collins and Bill Wall on the gas and giving chase. Steve Shipkey, held back by a poor start, began to move through the pack and apply pressure on Collins for second. Time ran out before Shipkey had a chance to complete his charge, but his Maico prevented a complete KTM sweep of Foland, Collins, and fourth place Russ Wilson.

The second moto started with Foland, again smoking out in front, leaving Collins and Cavness battling for second. Collins took advantage of a quickly tiring Cavness and pulled into a comfortable second. Before the checkers fell, Robert Zingg rode his Suzuki into third, Shipkey fourth.

After tying up the 250 Pro overall, Kevin Rodgers, while leading the second moto, refused to slow for the yellow flag and was docked one lap for it. Kevin Crawford was awarded the overall payback, Mike Goodrich (Suz) second and Rodgers third. ●

Results in Results Section.

OTHG supports Benefit

By Lucious LeRoy

SANTA MARIA, CAL., APRIL 25

The Over The Hill Gang, with the largest turnout for a gang event this year, showed up at Spillway to help the unfortunate. The gang was proud of the fact that they were able to help in some small way.

Ten Experts came to the line with the south's Lanky Larry making a win look easy. The north wasn't to be outdone with Repulsive Ray and the Maniac

Marty Moates powers the Rokon to a winning romp at South Bay.

JAMES BRAMMER

DANNY RAYMOND

Styler, grimmacer and winner at AMC Saddleback: Jeff Foland.

Mike finishing behind Larry second and third.

Jaws Jon locked up the Amateur class as Janitor Jerry nipped at his tail. Cheap Chuck, from the north, took the brunt of a few bitches when he was helping with the scoring, but with a little help rescued a third place. (He was doing the final scoring.)

Lewd Lou let loose with a clean sweep and a win for the south in the Intermediate class. The flower, Begonia Bill, scattered his petals for a second followed by Perverted Phil in third for two more northern trophies.

Another northern flower, sweet Daisy Dave blossomed in the Novice class for a first. Tipsy Tom stayed upright for a second. Third place went to some Dung, namely Dennis from the north.

The Beginners, again, were the strongest class. The south's fairy (oops, make that) Fickle Frank got another first. Second place went to two time loser, Edsel Ed (it was rumored he voted for Nixon in '60). Rocket Rodney, a new proud Novice did a little sandbagging and still managed a third. ●

Malone on the march

By Joel Jamieson

EAST IRVINE, CAL., APRIL 21

Piloting an RM250 out of Premier Cycle Research, Morris Malone gunned down CMC No. 3, Val Tamietti, on his way to top 250 Pro points and money. Val didn't see much of Malone the first moto. Morris went down on lap one and spent the rest of the race playing catch up to the leaders, Tamietti and Maico shoe, Brad Morrison. The final two motos Malone avoided any more close, super close

Kevin Kelso, 125 Jr. II winner at O.C.I.R. makes a trip to the races pay off. Now he's famous.

JOEL JAMIESON

inspection of the track surface and went on to take his Suzuki to the win, nabbing motos two and three, with Val hanging in close for second overall. Morrison took his Maico in for a top three finish.

Kevin Kelso took home the 125 Jr. II victory but only after some pushing from Elsinore pilot, Mike Margules, the first moto. It was Greg Bedford who beat out Mike for second overall with both riders ending up with seven points.

"Mad Man" Mark Lawrence put his Beeline equipped Crown Cycle Yamaha into the 125 Pro winners spot after some mighty berzerk come-from-behind rides. Scot Clifton got second with his T&M mount while newly turned Pro, Pat Delligatta collected third. ●

Results in Results Section.

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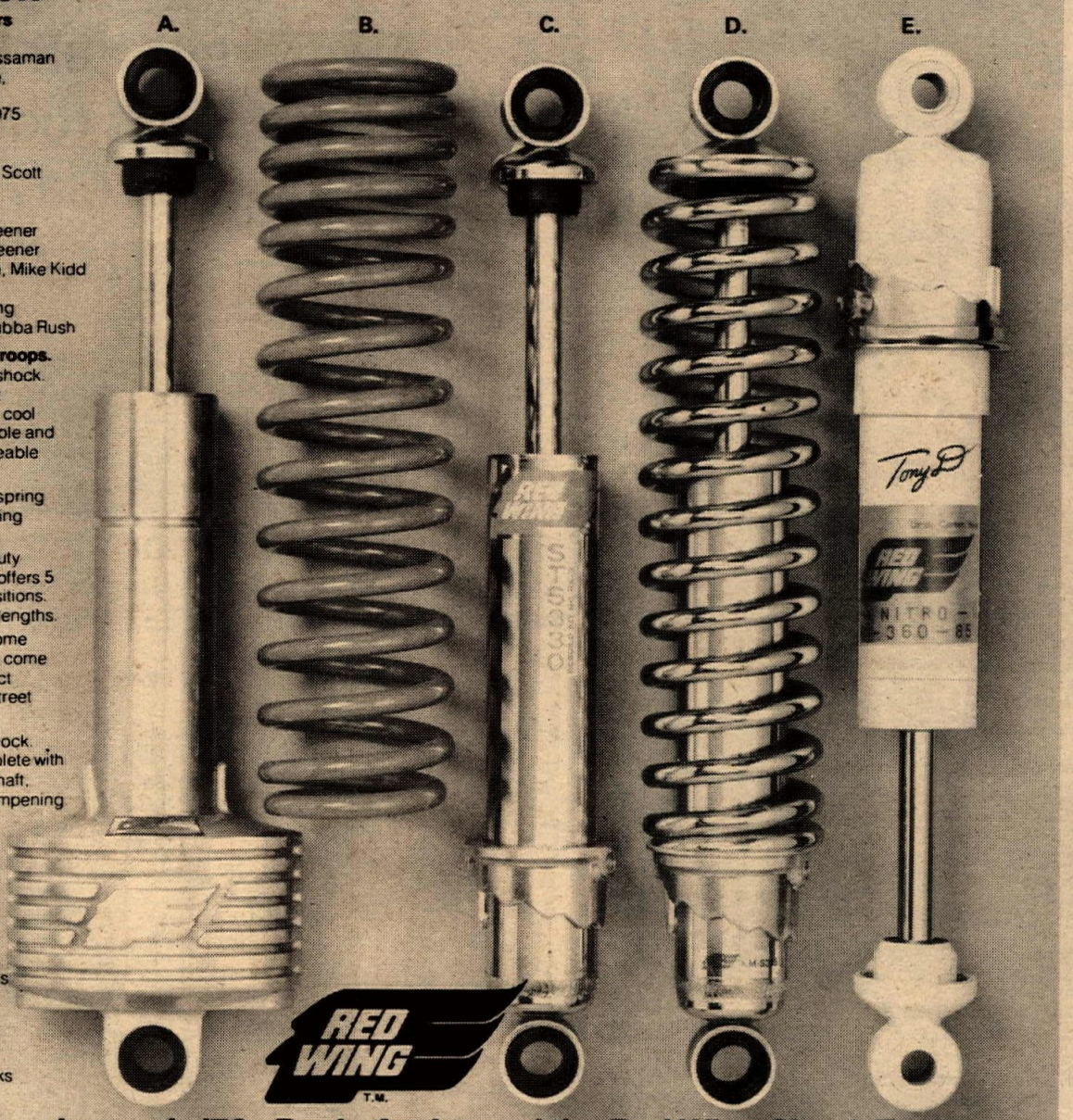

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Snow your sunburn

BOISE'S TT WEEKEND

By Marty Gregory

BOISE, ID, APRIL 23, 24 & 25

Boise, Idaho is one of the best places in the country to be into motorcycling and contains a large ratio of bikes-to-people. Each year toward the last of April, Boise becomes completely "bike crazy" as the annual TT Weekend happens. Record crowds and fine weather marked the Friday night short track event and the motocross on Saturday but a cold, windy day (which even included some spring snow) kept attendance down at the Pacific Regional TT Championships on Sunday.

Miserable day or not, Harley rider Paul Bostrom came away from the TT $800 richer and several seconds ahead of Little John Hateley (Tri) in the Expert Main. Hateley had fast time with a 23.272 on the Boise track but in the Main, Bostrom took the lead right away and was never seriously challenged. Randy Scott worked his way up to second and was charging hard when his bid for some cash was ended coming out of the big corner. Randy still managed to remount and finish tenth.

Bostrom came to ride this weekend and showed some real style on Friday night with his Moto Villa short tracker. Neither Bostrom or John Gennai (Bul) managed to place significantly in the short track, however, as Paul ran into problems and Gennai squeaked through with a third behind Juniors Mickey Fay and Lester Huey.

The short track races didn't wind down until 2:00 A.M. One of the best runs of the night saw Boise's start track racers banging handlebars in the 360 Novice "A" go-round. Lew Alter narrowly aced out Nate Gross in a couple of rough and tumble heats with Denny Lee and Steve Cowles nipping at their heels. Lee took top honors for "save of the night" by coming out of the south corner doing multiple tank-slappers and recovering with a straightaway length wheelie. The crowd went bonkers and Denny's dad (Howard Lee, the club president) nearly went into cardiac arrest. Lee, Alter and Gross (along with the Owyhee Club's number one short track plate Bill Cook) were just warming up for the Novice TT event.

Microscopic Danny Atkinson wailed the large field of Mini Experts on his Yammie. Danny also contested the 125 Expert event but couldn't match horses with the shoes on the 7.5 inch scooters.

After staying up until 2:00 A.M., no one was really ready to "go motocrossin'" first thing Saturday, but that didn't stop them! Practice was dynamite with the smooth wide track in perfect shape.

Several of the TT types brought MX bikes and this provided an interesting match-up in some classes. Little John was circulating fast and smooth on a

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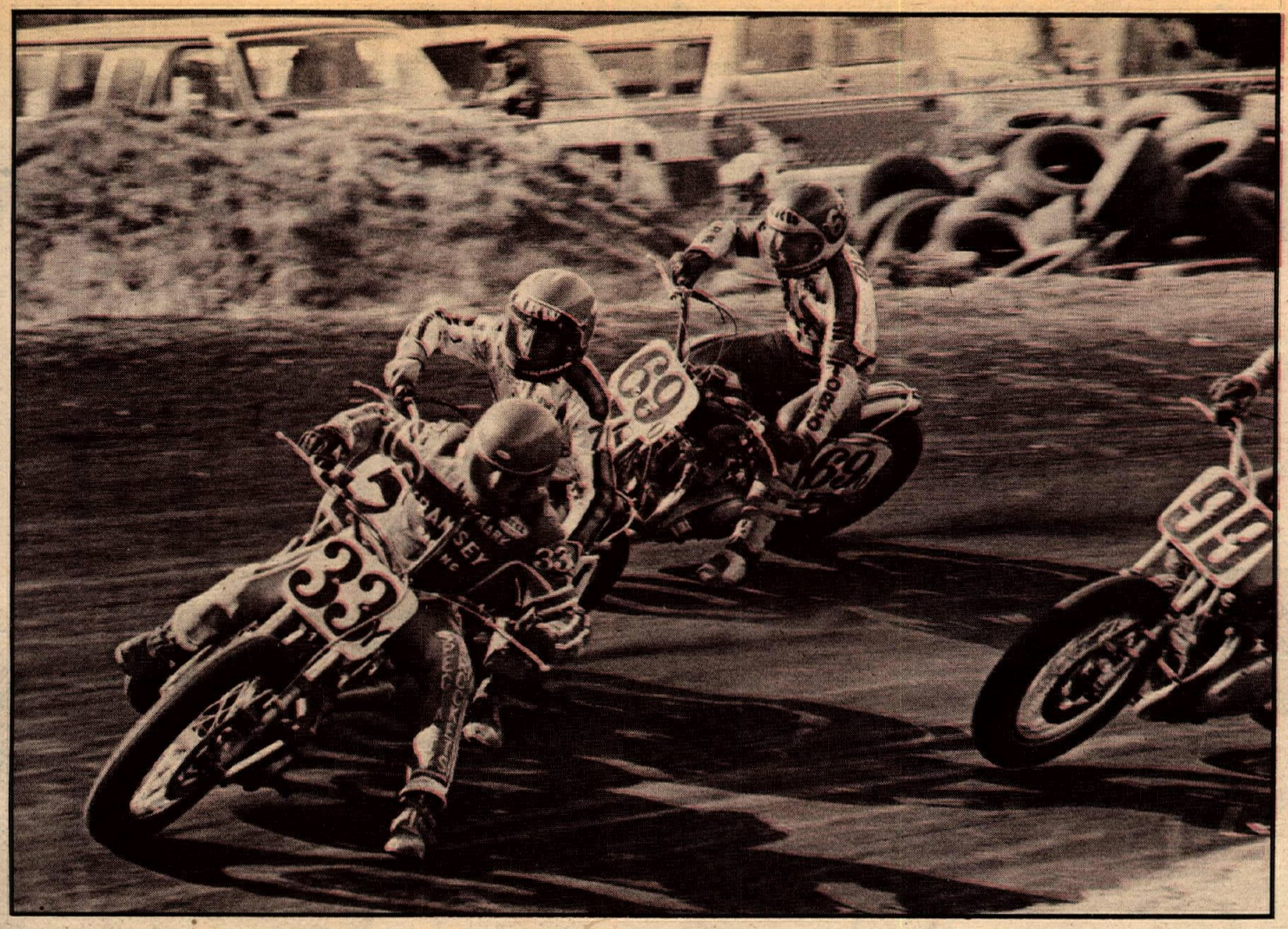
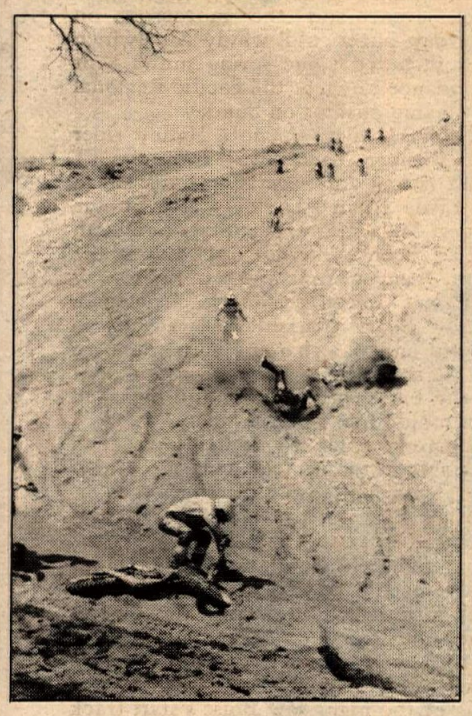
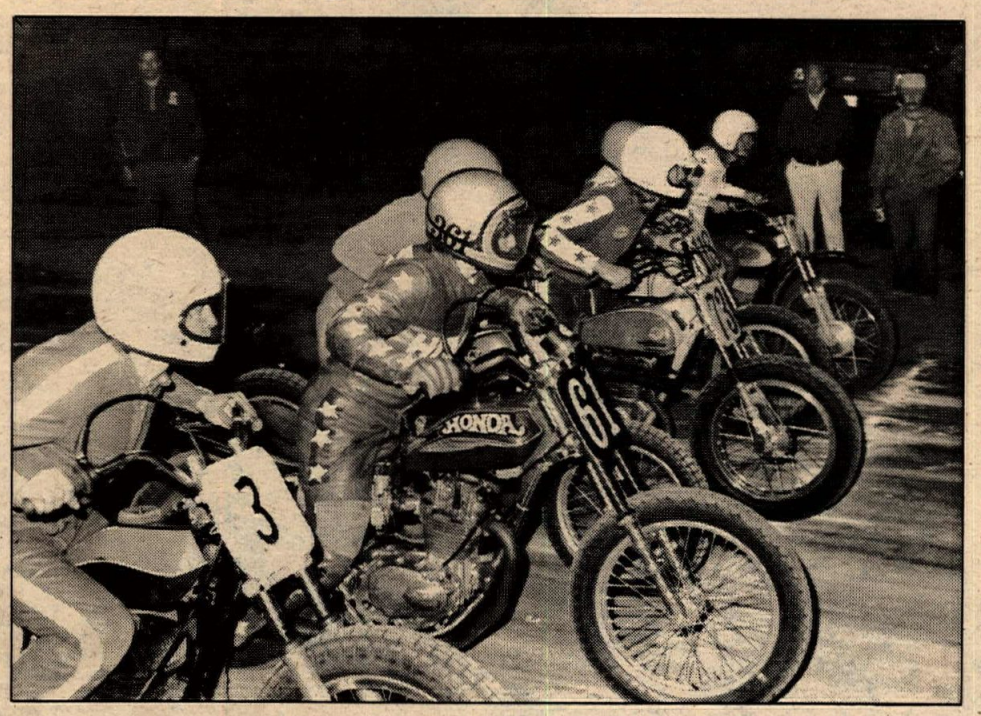


Mark Smith (33Y) in the thick of things on a cold and blustery TT Sunday.

This must be bad ol' Owyhee downhill .



Eyes on the starter and rolling, this scene repeated itself with variations until 2 a.m.



Maico, as he held bike and body together for third Open Expert behind Barney Newman and Matt James. Matt came down from Spokane, Washington for TT weekend and had a pretty successful time, between his motocross win and firsts in two classes on the short track.

Other surprise entries in Saturday's MX were John Gennai and the venerable Dick Mann. The experts ran down Peaceful Cove's famous Sand Hill and, as always, it took its toll. Boise hot shot Kenny Gallegos (Hon) ended up in a pile with Ed Davis (Hon) at the base of the hill on the first lap of the first 125 Expert Qualifier and rode his buns off to get back into the top five. Short tracker Lew Alter (YZM) was also right up there in the 125 moto. When it came to the single "money moto", however, it was Tacoma's Gary Racca putting it to 'em for the overall.

A smaller field was present in the 250 Expert event and it was Mark Kaestner pulling off a win over hard-ridin' Larry Buffington of Boise. Larry also contested the Open Expert event but lost his bid when his Kaw got out from under him on the sand hill. Larry suffered a set of broken handlebars in the incident and said of his crash, "I was goin' for it!"

A look out the window Sunday morning gave one an impression of what was to come as gray skies and storm clouds seemed to be moving across the Boise Valley. The wind was biting and there were periods of snow interspersed with sunshine as the Pacific Regional TT Championships got underway.

Boise favorite Mert Lawmill wasn't up to snuff and all of the cheering the partisan crowd could muster wasn't enough to get Mert his transfer. Another favorite, Sonny Burres (Tri), came through in dynamite style to scarf the Expert Trophy Dash. Boise's Denny Lee (Yam) had fast Novice time and was sitting on the pole for the Dash only to relinquish the win to Danny Hogue. Junior Ted Davidson did it to the boys in the Junior Trophy Dash and then proved this was no fluke by winning the Main.

Intermittant snow flurries and occasional sunshine didn't slow down the Novices who had to scramble for qualification. There were 10 heats with the winner transfering to the Main. Only the winner of each Semi got a transfer and, in the first Semi, it was Boise's Lew Alter riding right on the brink of disaster to look like a winner. The other Boisean in the race, Nate Gross (Hon), was working his way up slowly and beat out Lew for the Main Event slot right at the finish line! Lew got into some trouble coming around the big corner on the last lap and Nate's drive carried him in for a transfer.

Of the three Boise riders in the Novice Main, Denny Lee was the only one in the top five in fourth place. Gross ended up sixth with Bill Cook right behind him. Eddie Lawson (Bul) from across the river (Ontario, Oregon) dialed it on fast and smooth for the win.

Finally, the Expert Main, and Paul Bostrom jumped right out into first. Big Randy Skiver had his ride end hard and dropped out hurting. Sonny Burres started off well but dropped back to finish fifth. Little John just kep motoring around and, when Randy Scott fell, inherited second. Ed Herrmann took third and Steve Eklund copped a fourth. Bostrom's win was the first at Boise for a Harley rider in quite a few years. If the weather will cooperate next year, the Boise TT weekend will continue to be one of the premier racing attractions in the Northwest. ●

Results in Results Section.

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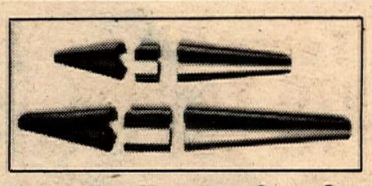

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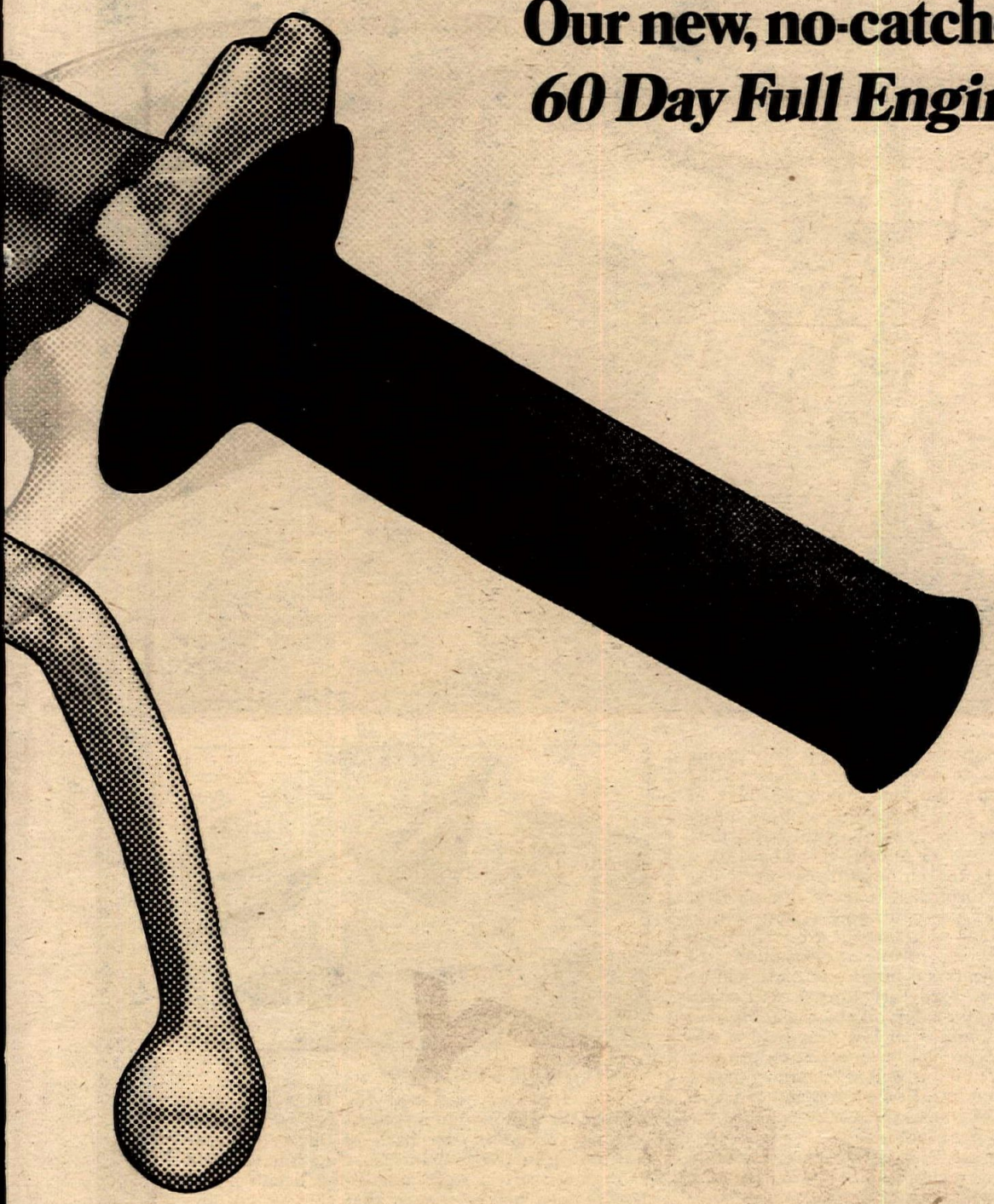

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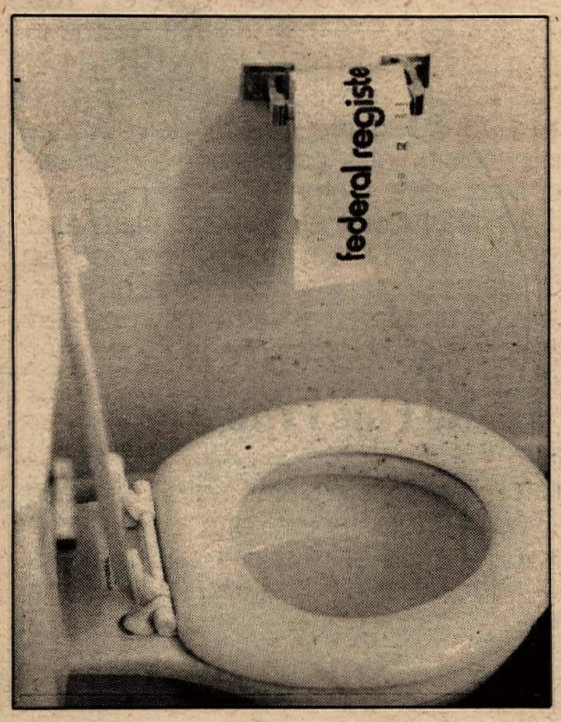


CN tests the Federal Register

The paper is neither legal nor tender (we've tested it thoroughly). It reinforces our belief that the Federal government exists solely to ream our tender parts while it confiscates our earnings.

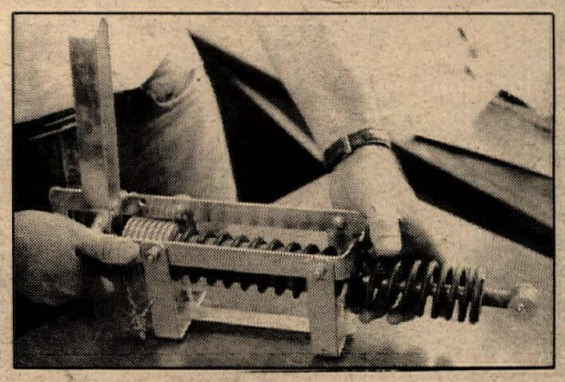
For the edification of you who are still untutored in the ways of Big Government (and still free), the Federal Register is a daily compilation of all the notices, directives, proposed rules and announcements which the Executive Branch (with all its attachments) is required by law to publish. Anything they're *not* required to publish, they probably won't; because: a) it's too expensive, and b) they don't want you to know everything they're up to. It's mailed out daily during the working week to anyone who coughs up the $50 annual subscription fee. It may be thick or thin from day to day, depending on how busily the bureaucrats have been cranking the paper mill. When the EPA or the FEA really gets a buzz on, a day's output can go to four bound volumes.

As you thumb through its tens of thousands of pages, you learn that your government is into limiting the handling of grapefruit grown in Texas (don't squeeze da fruit), disposition of Conscientious Objectors (sounds fatal), using M-44 devices to control predators (ditto), and really heavy into bathroom safety. Yep, the Consumer Product Safety Commission last year held a two day conference to present "proposed new-product performance guidelines as well as recommendation for renovations and retrofit measures and concepts for educational programs which may enhance the inherent safety of the bathroom".

Why wade through it at all? Because, buried in there are the notices of most BLM public land use meetings; proposed standards for motorcycle emission controls (whether we need them or not); official notice of helmet law sanctions; and, generally, the first real notice of the government's impending actions and intentions with respect to motorcycles. You get to read the tortured logic by which they unsuccessfully defended mandatory helmet laws (and hoped to extend the principle to seat belt laws later). You get to see in advance how they expect to enforce the national 55 mph speed limit in much the same manner as they tried to stuff helmet laws down our throats. Every once in awhile, you get to wonder if one of the writers of all this doesn't have a sense of black humor.

Yes, horrendous as it may seem, the Federal Register is must reading for at least one person (preferably someone with a high tolerance for bullshit) in every major motorcycling organization, as well as every major cycle publication. You can bet it's already required reading for the Sierra Club's legal arm and elsewhere in the preservation movement.

Happy Birthday, America.



P & R Spring Compressor

This tool was designed for shop use as a permanent wall-mounted fixture, but we've had it kicking around in the back of our van or the bottom of our kit for months, using it in the field as the need arises. Since most riders decide at the last minute before a race that they've got the wrong weight springs on their shocks, we're right in there with the rest of the market, regardless of what the tool was designed for.

You slip the lower end of your shock into the compression lever and secure it with a pull-pin that's chained to the tool so you won't lose it. Then you note that the upper end of the tool frame (which is notched to clear the shock shaft) is canted to match the spring spiral, and you've probably got the shock on the wrong way the first time. Never fails.

With the shock in the right position, you nest that frame end in the nearest coil gap, spin the spring so it's snug, then heave, grunt and strain on the compression lever to compress the spring so you can get the retainer out.

Our P & R tool did the job on everything except the new-generation long-travel motocross shocks. There's not enough length to the tool to clear the long shock bodies. Which means there's room for a new, improved second-generation P & R tool that we'll probably be hearing about soon.

MINT 400
The Winning Team

It's Pennzoil and Husqvarna first overall again!

Rolf Tibblin and Jack Johnson outran the field for overall honors in the roughest-ever Mint 400, where only 23 of 97 starters finished. The Team Husqvarna riders covered the grueling 420-mile course in 10 hours, 59.57 minutes. And once again, the winning oil was Pennzoil 2-Stroke Motorcycle Oil. Its specially blended formula gives you the lasting protection your engine needs to keep going when others quit.

OPEN CLASS

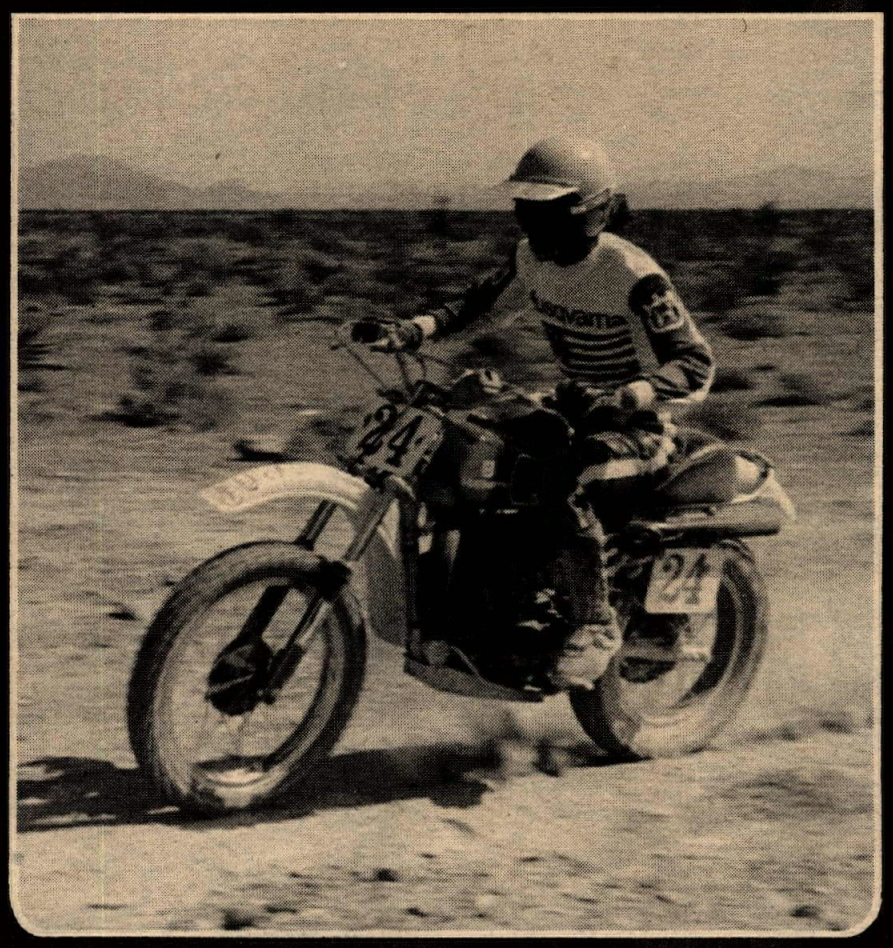
1—Rolf Tibblin, Jack Johnson—Husqvarna
2-Stroke mixed 32 to 1
2—A.C. Bakken, Larry Roeseler—Husqvarna
2-Stroke mixed 32 to 1
3—Al Baker, Gene Cannady—4-stroke Honda
Racing Oil SAE 40

176-251cc CLASS

1—Richard Bunty, Leroy Kyger—Yamaha
2-Stroke mixed 32 to 1

OVER 38 CLASS

1—Bill Putnam, Art Knapp—Husqvarna
2-Stroke mixed 32 to 1



Join these winners . . . whatever you ride, wherever you go, Pennzoil is worth asking for. 2-stroke, 4-stroke and injector oil are available at your local motorcycle dealer.

PENNZOIL COMPANY
Oil City, Pennsylvania

Scott goggles

This is it kiddies! The goggles of the century or at least it seems that way. Scott goggles have become the standard of the industry in the last few years. Originally Carrera goggles were in vogue, but now it is Scott, and for good reason.

Aesthetically they are handsome and functional. Scott offers a large viewing screen that does not hamper peripheral vision as much as some makes. They have a complete foam filtration system that makes them the second best goggles to wear under dusty conditions (Skyway foam fits are first) and they fit snuggly yet comfortably.

Glasses wearers are sometimes able to wear Scotts without problem. Other glasses wearers have found it necessary to cut a small hole in the lens to allow their frames to poke out on either side.

The only problem ever encountered with our Scott goggles, and a common complaint, is that the lens inserting system of jagged cut-outs biting into the rubber frames eventually chews itself away. When this happens the lens doesn't want to stay in place. The quickest cure for this is to take a small piece of duct tape and place it at the top of the lens and frame to hold the lens in firmly. This preventative measure really helps preserve what is the finest all-around set of goggles available.

Malcolm Smith Star gloves

If you didn't know it was the bicentennial year by now it will be difficult to ignore after seeing the Malcolm Smith Star gloves. It has to be the most colorful glove ever made for motorcyclists. The glove itself is constructed out of a soft white leather that is very pliable and good looking. The palm is bright blue out to the fingertips and the padding on the back is red with a big white star in the middle.

The glove feels good when you wear it and has only a slight pre-cup, so it is useable for MX, enduros, and playing around. The only distracting aspect of the glove is that the pad on the back of the glove runs from the knuckles to the wrist. This pad is a little stiff when the glove is new and makes it slightly annoying to bend your hand. After a few rides this sensation of stiffness and the stiffness itself disappears. For area of protection and zoot-capri good looks the Malcolm Smith Star glove is tops.

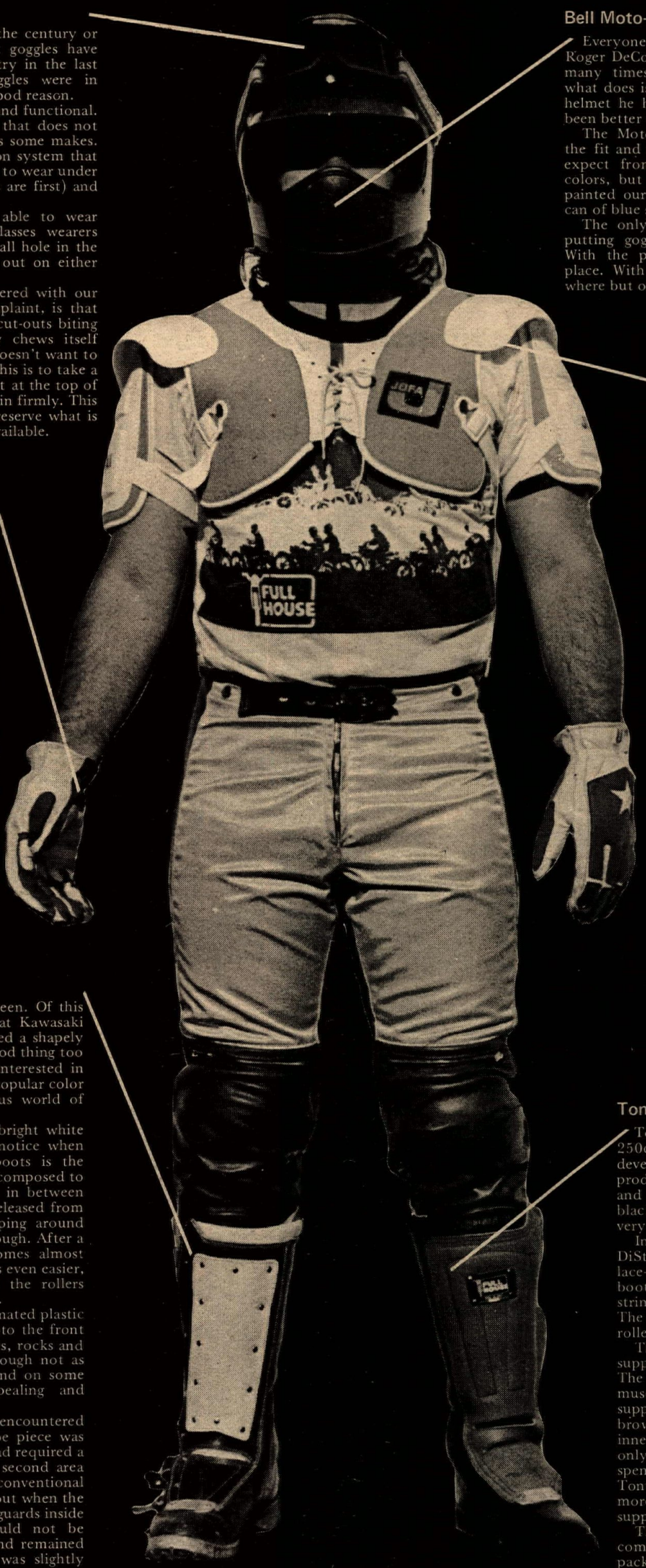
Kawasaki boots

Kawasaki boots should be green. Of this we have no doubt, but down at Kawasaki they had other ideas and released a shapely boot in a muted blue. It's a good thing too because few people would be interested in buying a green boot. Blue is a popular color in the current fashion conscious world of motorcycling racing.

Besides the blue color and bright white trim the first thing that you notice when wearing Kawasaki Superstar boots is the ingenius buckles. The design is composed to two rollers with a locking pin in between them. The strap is never fully released from the rollers so there is no groping around trying to find it and feed it through. After a little practice this system becomes almost foolproof. Taking the boot off is even easier, just grab the strap, pull and the rollers immediately release the pressure.

The Kawasaki boot has a laminated plastic shin guard riveted and sewn onto the front of the boot to ward off branches, rocks and small dogs. It works well, although not as rugged as the metal plates found on some boots it is aesthetically appealing and flexible.

The only problem areas we encountered with our boots was that the toe piece was not screwed down all the way and required a little R&R before riding. The second area was in the fit. In a set of conventional leathers there was no problem, but when the testers leathers had plastic shin guards inside the boot the top buckle could not be tightened. The boot still fit and remained supple and protective, but it was slightly demoralizing to not be able to give it that last tug. Not everybody will have that problem.



Bell Moto-star

Everyone has told the horror stories about Roger DeCoster's Livermore Trans-AMA get-off so many times that it doesn't bear repeating, but what does is that if the RD had been wearing the helmet he helped design and test he would have been better off.

The Moto-star is a top-of-the-line helmet and the fit and finish are exactly what we've come to expect from Bell. It comes in the normal Bell colors, but there is no need to be inhibited. We painted ours with a little sand paper work and a can of blue spray paint.

The only problem with the Moto-star is that putting goggles on and off requires technique. With the proper moves the goggles go right in place. With improper moves the goggles go every where but on your face.

Jofa shoulder pads

Jofa shoulder pads are among the best that money can buy. Among the best in the motorcycle shoulder pad business means that Jofa and Jofama are right at the apex. When Jofa equipment first came to America it had the blessings of the European supermen; DeCoster, Robert and Hallman. Naive American motocrossers thought that Europe was so advanced that they were making safety equipment especially for racing. Jofa safety equipment was originally designed to fend off hockey pucks and sticks and then applied to motocross racing. An application that worked exceptionally well.

Jofa shoulder pads come in several different styles that vary in the length of chest protection. The more comfortable standard model covers just the area of the breast, while the other models extend as far as the navel. Jofa is made out of a high density material that is about half-an-inch thick. The critical protection areas are covered with plastic caps, including the shoulders, chest and forearms. Unlike the Jim Davis pads the plastic shoulder pads are hinged to flap freely into a smooth fit. Cosmetically the Jofa pads are nicely sculptured to look like you aren't wearing pads.

One sidelight to Jofa shoulder pads is that on a large number of the pads the forearm guard is placed on backwards, so that the majority of the plastic protection is behind the leading edge of the arm. At the factory they need to switch the left and right arm guards. Unfortunately it is difficult for the individual to do at home.

Tony D. boots

Tony DiStefano is the United States 250cc Motocross Champion and he has developed a complete line of racing products. Tony D. MX boots are distinctive and different. The boots come in a two-tone black and brown combination that has a very natural look about it.

Inside the boot follows through on DiStefano's belief that a combination lace-up and buckle boot is best. The tall boot is first slipped on and then the boot strings are drawn tightly around the ankle. The boot is then buckled with conventional roller and pin style buckles.

The lace-up boot provides the rider with support at all times and under all conditions. The odds of spraining an ankle or pulling a muscle are greatly reduced by the constant support. The buckles latch the natural brown leather, with ample padding, over the inner boot for additional protection. The only disadvantage to this system is the time spent lacing and unlacing the inner boot. Tony D. feels that the additional time is more than made up in protection and support.

The Tony D. boot was the most comfortable boot because it felt like a total package. There were no baggy spots, no ridges, and there was no ankle whip when dragging your foot through a berm.

Race Face

When we first saw the Race Face we were really amazed at what a simple and yet effective idea it was. People have been bolting face guards onto helmets, goggles, and visors now for a couple years. Scott goggles finally attached them to goggles, but the Race Face doesn't attach them to the goggles; it is all one piece. The face mask and the goggles come out of the same sheet of molded plastic. The inside is lined with thick foam from the chin to your forehead. The lens of the goggles snap onto the complete unit.

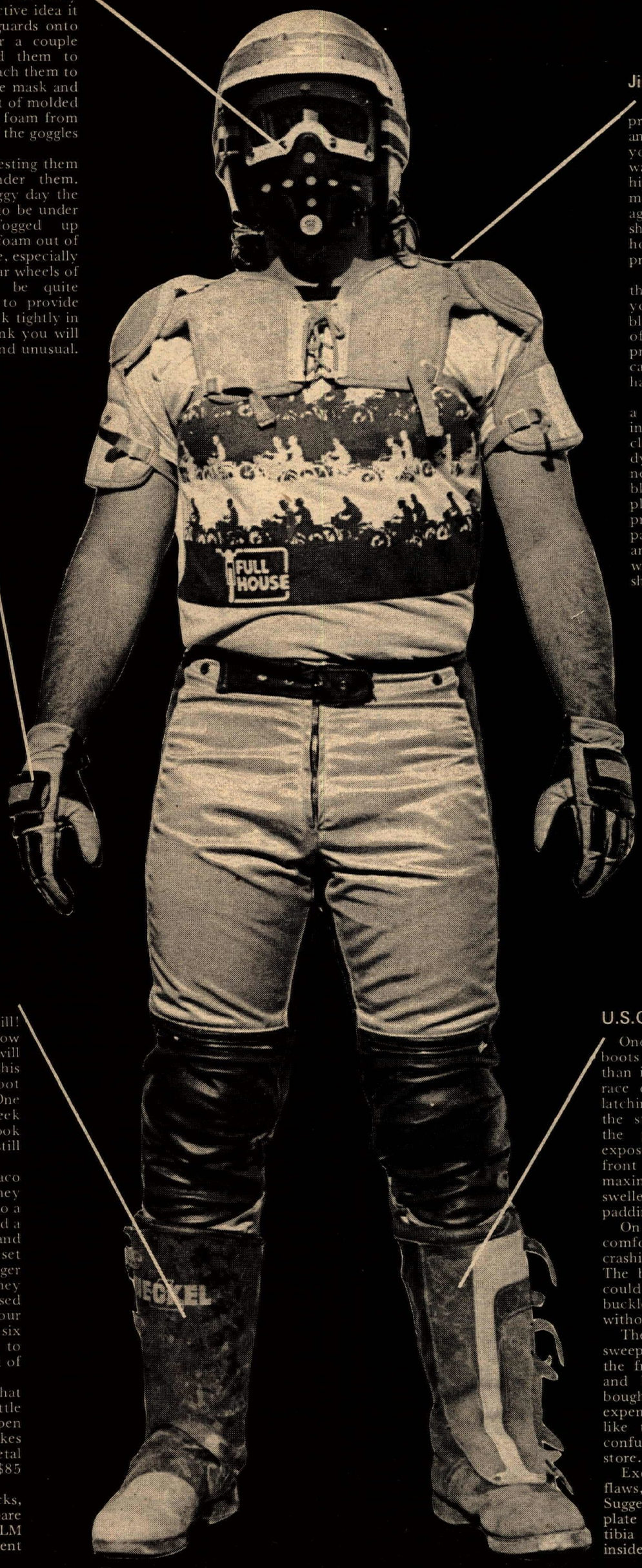
The first thing we found out while testing them is that you can't wear glasses under them. Secondly, we found that on a hot muggy day the hottest and muggiest spot was going to be under the Race Face. Our goggles fogged up immediately. So we poked a piece of foam out of the way and it cleared up. In a dust race, especially one where rocks are coming off the rear wheels of other bikes, these goggles would be quite functional. The strap is very wide to provide enough tension to keep the whole mask tightly in place. We liked the Race Face and think you will too if you want something different and unusual.

Jofama gloves

If the Jofama gloves look beat and worn that is because our tester liked them so much that they are the only kind of glove he will wear. They must be the only kind of glove a discriminating thief will wear also, as we had to replace the first pair right about the time they were feeling good.

The Jofama glove comes with a heavily padded palm that some people like, and others hate. The schools of thought are that if you ride enough you don't need a padded palm because you will build up callouses, while the other pedological approach is that padded palms cushion the grip enough so that callouses don't need to be maintained. Don't get into this argument because sometimes callouses are regarded as trophies of the battle.

We used the Jofama gloves for everything from road race to off-road races and they have taken all the abuse. Thus they look abused. When you spent a big bundle of money for a set of gloves they had better last a long time, or it would be cheaper to rent them. Jofama can take it so that your hands don't.



Jim Davis shoulder pads

Safety equipment is like a life preserver. You may wear one for years and never need it, but the moment you take it off a flash flood comes and washes you away. Jim Davis makes high quality safety equipment for motorcycle riders of all ages. One year ago we obtained a set of Jim Davis shoulder pads. They had the auspices honor of retailing for about half the price of their competitors.

Jim Davis shoulder pads are made of thickly woven padding that cradles your shoulders from the shoulder blades to the collar bones. The points of the shoulders are covered with a protective plastic cap, similar to knee caps in leathers, and the forearm pads have a flexible vinyl pad.

Within one race the pads had turned a grimy sweat and dirt color. Washing in the laundromat wouldn't get them clean, so we filled the sink with blue dye and let them sit overnight. The next day we dazzled the gang with blue shoulder pads with maroon plastic caps. Rock and crash protection is good. Jim Davis shoulder pads are thicker than Jofa or Jofama and for that reason look a lot bulkier when you're wearing them. These shoulder pads look like shoulder pads.

Heckel boots

If the ankle won't give then the knee will! That rock hard boot will make you blow your transmission! It weighs so much it will strain your ligaments! After all of this perilious build up the Heckel plastic boot has not caused one of these problems. One year's worth of a couple days a week bash-and-trash MXing have made them look dingy and worn out, but the knee bones still connected to the thigh bone.

Miura Products, the friendly Bultaco accessory firm, claimed no break-in and they were right. The boot fits snuggly thanks to a set of adjustable quick-release buckles and a foam filled lower unit. When they are brand new the boots feel no stiffer than a new set of Full Bores or Hi Points and the longer you wear them the more flexible they become. Way down inside the hard-cased foot things loosen up a little too much. Your foot starts to rattle around after about six months causing minor irritation to prominent bones. Double socks cure most of those problems.

The very first models had buckles that popped open. This was cured with a little locking device. Now instead of popping open the buckles simple break. Coat hanger makes an excellent replacement for the metal loops, but looks a little crude on an $85 boot.

For maximum protection from rocks, bikes and crashes nothing can even compare to the Heckel boot. It is so sturdy the BLM might outlaw it to protect the environment from being damaged in case of collision.

U.S.G.P. boots

One year of wear and tear on the USGP boots has taken more of a toll on the boot than it has on the tester's legs. At the first race one of the buckles broke off while latching the boots down. At the third race the stitching in the lining came loose and the padding around the heel became exposed. A unidentified flying rock hit the front of the boot, right on the area of maximum padding, and the leg underneath swelled up to provide additional natural padding for about two weeks.

On the positive side the boots have been comfortable and without a let-up in regular crashing nothing orthopedic has occurred. The boots were guaranteed and the owner could return the boot for defects, such as buckles falling off and linings ripping out, without any hassles from USGP.

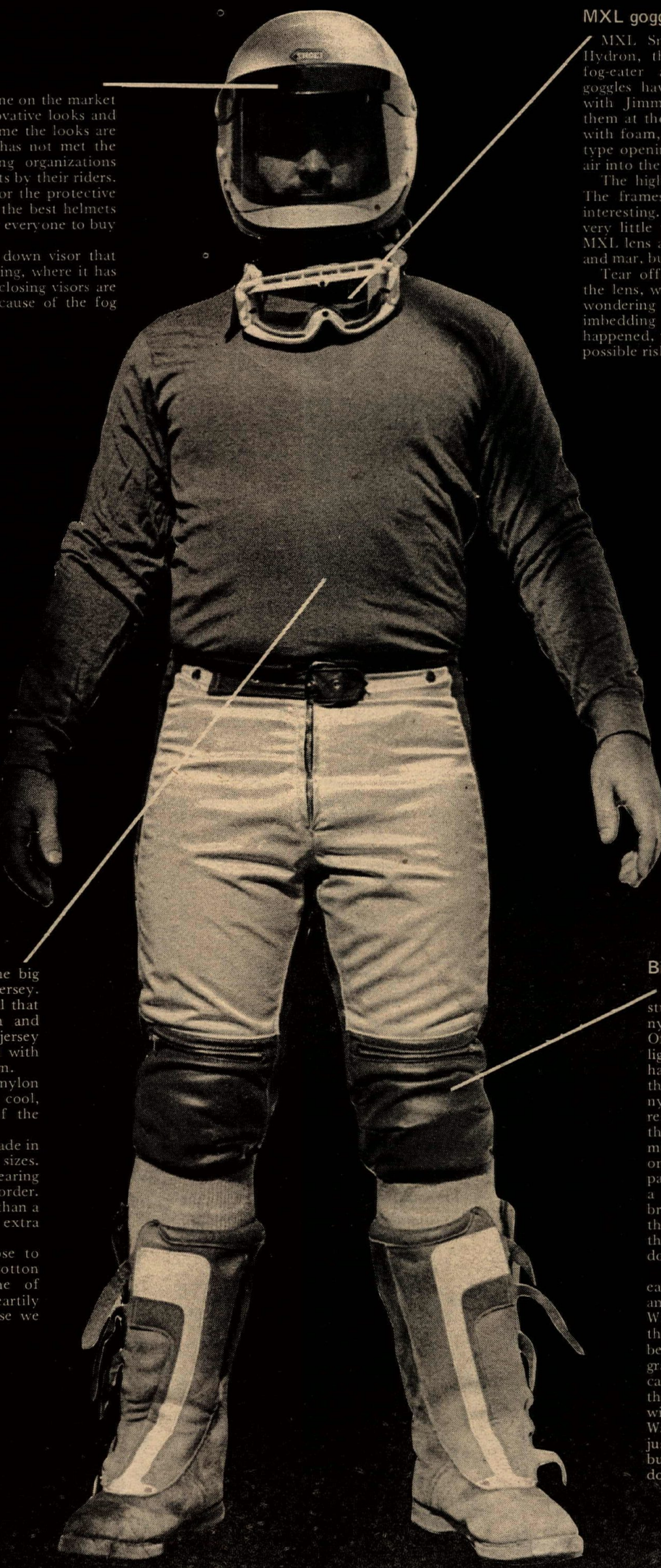
The boots come in black leather with a sweeping red, white and blue design across the front. USGP also makes a pair of lace and buckle boots, but we inadvertently bought the wrong one, the regular and less expensive buckle kind. They look exactly like the lace-and-buckle models so some confusion could exist when you go into the store. Ours came in the mail.

Except for these minor, and correctable flaws, the test rider liked the boots. Suggested changes include a metal or plastic plate on the shin to protect the vulnerable tibia and fibia, improved stitiching on the inside and stronger straps and buckles.

Shoei helmets

When the Shoei helmet first came on the market every one was struck by its innovative looks and design. Now after a period of time the looks are still innovative, but the helmet has not met the test of time. Several road racing organizations frown on the use of Shoei helmets by their riders. We personally don't like the fit, or the protective cover. It does not rate as one of the best helmets on the market and we would urge everyone to buy the best helmet they can.

The Shoei comes with a flip down visor that makes it best suited to street riding, where it has found its biggest market. Self enclosing visors are not the hot set-up in racing, because of the fog factor.



MXL goggles

MXL Snapper goggles are made by National Hydron, the company that came out with the fog-eater and scratch resistant lens. Snapper goggles have come on to the racing scene lately with Jimmy Ellis and Steve Stackable wearing them at the Nationals. The fit is nice and is sealed with foam, as are all the test goggles. Small ram jet type openings at the upper edge of goggles directs air into the frames to eliminate fogging.

The high point of the MXL goggle is the lens. The frames are run of the mill, but the lens is interesting. It is scratch resistant, which means very little until you test the scratchability of the MXL lens against any of the others. It will scratch and mar, but it takes a lot longer to do it.

Tear offs mount to little pegs on either side of the lens, which works very effectively, but has us wondering about the possibility of a collision imbedding one of those pegs in an eye. It hasn't happened, probably never will, but does exist as a possible risk.

Torsten Hallman jerseys

If you want to wear what the big boys wear then this is the jersey. Constructed of the same material that Team Suzuki uses (50% cotton and 50% rayon). The Hallman racing jersey can be obtained already printed with the factory logo, or plain as shown.

We could wear the perforated nylon jerseys that are so popular, and cool, but protection is the name of the game.

Torsten Hallman jerseys are made in Sweden and come in big Swedish sizes. Decide if you are going to be wearing shoulder pads or not before you order. A normal large jersey is smaller than a Hallman large, so don't order extra large unless you really are.

For looks nothing comes close to the shimmer of tightly woven cotton and rayon except maybe one of Liberace's tux's. We heartily recommend these jerseys because we wear them ourselves.

Bill Walters nylon leathers

Bill Walters nylon/leathers are the sturdiest and most comfortable nylon/leathers we have tested to date. Often a set of nylon/leathers feel very light and airy, but Walters leathers have a substantial, solid cast about them that builds confidence. The nylon is tightly woven using the strong resilient chemical material to cover all the non-critical areas. Tied into the miracle fabric is three ounce cowhide on the knees, belt and seat of the pants. The heavy duty nylon provides a base to supply the buyer with brighter-than-bright colors. In this case the leathers are blue and yellow with the tester's name sewn on in leathers down the legs and across the back.

The knees are zippered to allow easy access to the felt and plastic knee and shin guards. In our estimation Bill Walters nylon/leathers appear to be the best on the market at this time because of the selection of a rugged grade of nylon, thick cowhide, and careful workmanship. The fit around the ankles has always been a sore spot with many leather manufacturers, but Walters appears to have come up with just the right taper to avoid folds or bunching when the boot is strapped down.

Tony D. goggles

Tony DiStefano wears these goggles when he's out blasting around America's motocross courses. Built in Italy by Barrufaldi the Tony D. goggles come in red, white and blue. The goggles mount to the face with a neatly designed foam and cloth cushion on the frame. We first put the goggles on without a helmet and they felt terrible. Luck was with us and Tony D. happened to be watching us play around, so he walked over and said, "Put on a helmet." We put one on and the goggles felt fine.

The reason for this is that the strap is mounted to an off-set plastic clamp that moves it out away from the frames. This allows the strap to fit neatly around the helmet without pulling or tugging on the goggles.

The Tony D. goggles have adjustable vents that can be opened or closed by the rider depending on the conditions. The only problems we had with the goggles was that the foam cushion around the frames came loose and had to be silicone glued back in place.

Jofama shoulder pads

Jofama is not to be confused with Jofa, although everyone does. Both companies produce motorcycle safety equipment; specifically shoulder pads, elbow pads and shin guards. Jofama claims that its equipment is designed solely for use by motorcyclists, while Jofa's equipment is basically revised hockey equipment. In both points there is some truth, while at the same time both companies generate their products from the same basic design pool. We have been testing a set of Jofama shoulder pads with chest protector for over one year now and are totally satisfied. The pads fit well, protect the right areas and have an additional flap of protective material that covers some of the thorax portion of the body (stomach to me and you).

One note of interest is that the plastic forearm guards on the Jofama pads cover the correct part of the arm, while many of the Jofa units don't. Both Jofa and Jofama share the same basic look, but in the units we tested the Jofama pads were covered with a vinyl type of material that allowed them to be washed or hosed off easier than either of the other test items.

The only changes we would like to see is in the lacing of the front of the pads. Some other style of quick release snap would be better suited in this area on all the pads.

Bates gloves

Bates is one of the largest names in leather manufacturing and the release of gloves for road race and MX has come about as a natural extension of their product line. The Bates gloves come in a natural tan color with white foam padding on the back of the hands and fingers. The palm is padded with an additional layer of leather.

In normal use the gloves hold up well with the seams staying fairly tight and soundly woven. Although after a period of time an occasional thread will begin to come loose. Whatever you do, don't pull it. Snip it off cleanly and leave it alone.

The gloves are soft, pliable and fit well. There were three points where we felt that improvement could be made. First, the cuff should be increased in length to allow the glove to fit up and over jerseys or jackets. Secondly, there was a small amount of bunching of the material near the joints of the fingers and the palm. This could probably be alleviated by increasing the size of the extra palm pad. As it is now designed the pad ends right on the fleshy butt of the hand allowing the material in the palm to ride up. If this was increased in size to cover the meat of the hand the resulting tension would pull the glove down tighter.

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175cc Class Win - Drew Smith

EVENT NO. 3 March 27-28, California City, California
HERCULES ENTRIES: 4 4 GOLD MEDALS
175cc Class Win - Bill Uhl

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NORTHERN DATELINE

PHOTOS BY BIG C

Chucking Spillway sand on Easter. Great place to practice for Florida . . .

Spillway Easter MX

By Big C

SANTA MARIA, CAL., APRIL 18

Easter Day at Spillway, Bill McElmurry from Lompoc entered on a Montesa he bought from David Czerwinski. David moved up to Open Expert on an AW 400 Maico. Moto one Bill was jammed into about fifth. Before the first lap was completed he was sitting in second and on the next lap he was leading. He went on to win moto one easily. The next two were almost like moto one, except as the track got rough Bill seemed to go that much faster, making it a clean sweep for his first time.

Later Bill said that when he broke his leg several years ago, his parents told him that he would have to give up racing. Bill did stop racing, and sold all his racing gear and motorcycle. Now that he has turned 18 years old he felt his long awaited wish should begin. To race.

In the Open Expert, David Czerwinski and Chuck Czerwinski were both on new AW 400 Maicos. It was the first time in a long time that both brothers were in the same race. Moto one started out with Chuck in the lead and David in third. All that was going through David's mind was that he wanted to beat Rick Long who was in second. Lap two Rick got by Chuck and almost as fast, David went by both. Moto one ended with David first, Rick in second and Chuck in third, but before lap one had ended it was David in first, Rick second and Chuck third. Rick said later with a better handling bike he could have got by. ●

Bill McElmurry on the comeback trail after years of being "grounded."

Living only about a mile away may lead some to believe that Rick Hocking owns the deed to Fremont as did Jim Rice to San Jose, and proof was added when right-on Rick won his 250 heat and got a dead last start in the Main. Randy Mamola led off and had a six bike lead at the end of the first lap, while Rick and his new Ossa were trying to work through the pack.

On lap three Rick motored to third and chased Kevin French and then bit him off, leaving only the fast fleeing "Momo" Mamola. On lap six, with the crowd in absolute hysterics, Hocking threw the Ossa into turn three and rode right around the Roberts-styled protege. Rick went on to win in a big way with Rusty Davis surprising Mamola on the last corner with a nice low pass.

In the 360 Expert, it was just cut and dried for Hocking on the motor that took a third at Houston and won two indoors in the Northwest. Rick got chased the entire distance by another Rick, Delacy that is.

Doug Chandler is trying to be the new King of the minis and keep Tony Deatherage in check. The Hodaka Way rider won both Expert portions of the mini program and Tony is going back to the drawing board for more horsepower.

Ex-minibikers Bob Cunnington and Mike Fruzen proved that the training ground is the right one by winning the 100cc Novice and 125cc Novice Mains.

125 Jr Louis Mazur held off a pack of five riders with lead changing at every juncture. Tony Adragna had it and lost it, Kenny Robicheaux had it and lost it and Tom Reynolds nearly had it. Hell of a race! ●

Results in Results Section.

Fremont opens; Hocking still hot

By W.H. Spencer

FREMONT, CAL., APRIL 14

Fremont Raceway returned to night life for the fourth straight year of Wednesday night short track with new management at the top. The track is now under the banner of International Raceway Parks with Bob Hugill in charge. An agreement has been reached with Harold Murrell to prepare the dirt tracks.

Rockyhill Night TT

By Cosmic Cat & Co.

PORTERVILLE, CAL., APRIL 17

District 35 scrambles returned under the lights tonight at the Rockyhill Speedway in Porterville. Turnout was good and the riders were surprised in finding a rather tacky track instead of the usual slick surface Rockyhill is associated with.

Chad Bettencourt (Yam) held off all comers in the Novice main to take top honors over fellow Yamaha'ers, Nick Del Rio and Tim Patton. Patton was in the second slot behind Bettencourt at the start but halfway through the main, Del Rio put the bite on Patton for second and started closing in on Bettencourt the final lap and a half. Del Rio couldn't make up the distance in time and had to be content with second while Patton finished third.

Robert Land (Yam) rode an impressive race to take the top trophy in the Mini Juniors over Vic Williamson and Kurtis Wilder (Suz). (Looks like little Land may be following in big brother Derek's footsteps.)

A crash entering the sweeper involving leaders James Crisp (Suz) and Ricky Dunlap (Suz) suddenly put the 250cc Novice win in the hands of Ritchie Ferreira (Oss) which he gladly accepted. Crisp walked away but Dunlap was hauled off with a possible broken leg. Henry Boudakian (Suz) took second and Mark Boyett (Yam) third.

Greg Billings (Bul) was on the point the entire 360-500cc Novice main but fell victim to Jim Rockwell going into the sweeper on the last lap. Billings finished second with Kelly Witzell (Suz) third.

Mike Garrison (Yam) doubled again tonight taking the Mini and 100cc Expert mains. That's the fourth time in as many races he's accomplished this at Porterville. Scott Dinkins (Suz) was the only other rider to double taking the 250cc and 360-500cc Expert trophies.

B.O.S.S. CMC MX

By Sallee Hilton

SACRAMENTO, CAL., APRIL 11

Although young Don Cantaloupi (Nog) took twin wins in both 125 Expert motos, the hot and heavy stuff was going on behind him.

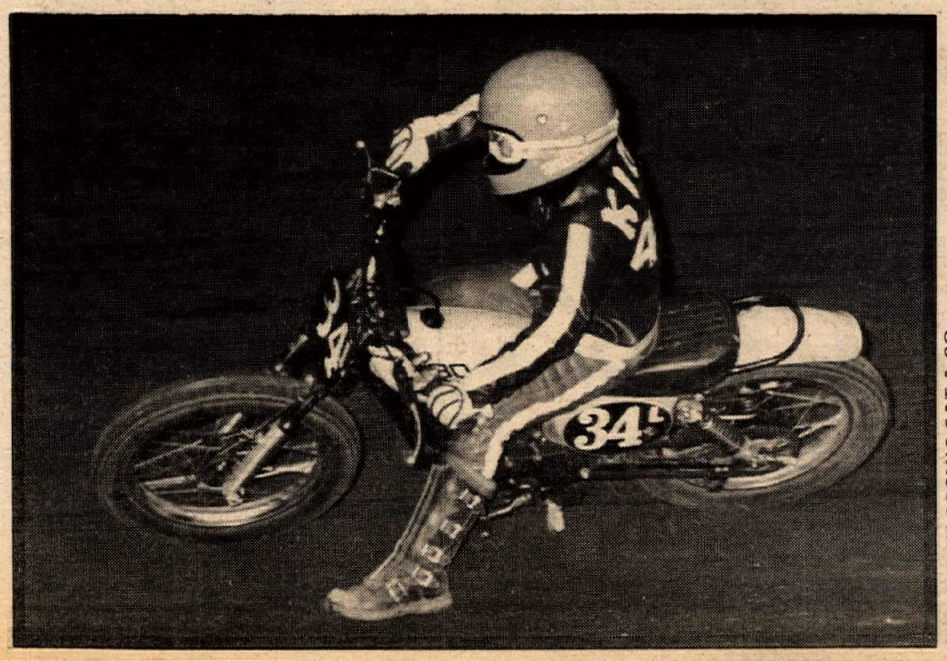
The Cantaloupe Kid took the hole shot in the first moto and Roy Seiler (Hon) pulled out of the pack, taking over second before a shock broke. Meanwhile Robert Norton (Hon), who had been right on Seiler, took over second under pressure from Mike Preston (Nog). Preston and Norton battled at every turn, staying close and swapping slots. Preston ended up with the second for the moto.

Norton took the lead for a couple of laps of the second moto before Cantaloupi found the opening he needed to get by. Then it was Norton and Preston dicing for second again! The spotlight was on them until Preston lost control on a berm and bit the dust for a DNF.

Pat Wilson had no trouble winning both 250 Expert rounds, as he led every lap, building a good lead. Mike Hersman and Ted Rogers, also on Huskies, fell into line behind Wilson and at times the racing got pretty hot between those two. The finish order was the same for both motos, but in the second run Hersman had to work harder for his second after a bad start.

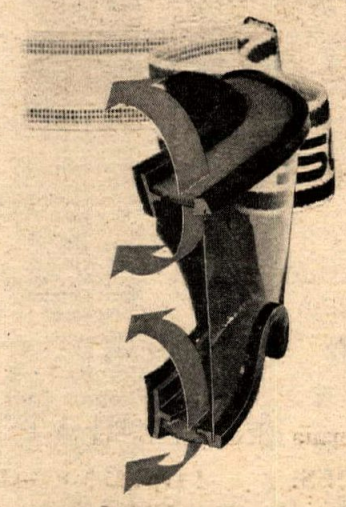
The Open Expert races were almost re-makes of the 250's with a different cast of characters. Danny Leet (Mai) led every lap by a long, long way after a quickie fall and remount in the first lap of the first moto. Brady Farris, on a new Moto Villa, had also spun out, but recovered to run second every lap. Doug Hart (Bul) finished third twice, although he had to work up to it in the first round, and wasn't there to capitalize on Leet and Farris spinning out. ●

There's a kid in there, somewhere. Mini Novice winner Chad Bettencourt at Porterville.



PHOTOS BY COSMIC CAT & CO.

SCOTT GOGGLES



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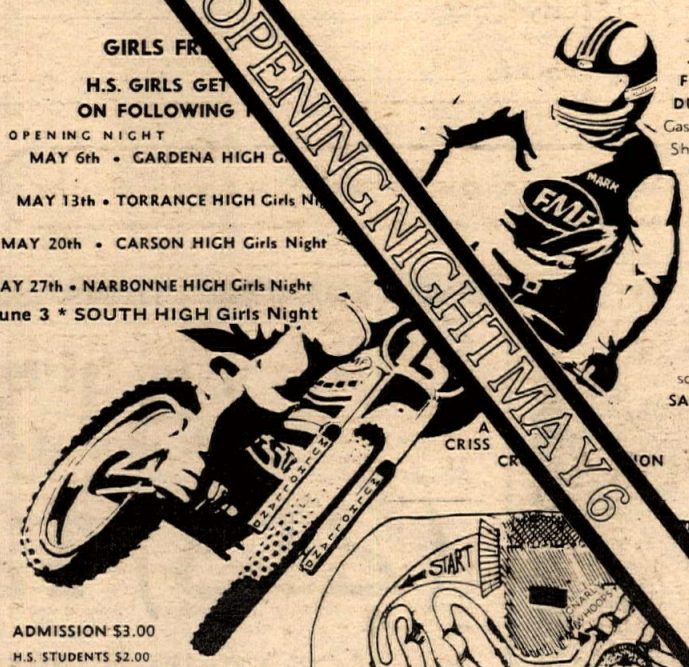

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RESULTS

BOSS CMC MX
Sacramento, Calif.
April 11, 1976
By Sallee Hilton

OPEN NOV
Dan Bratton Yam
Van Lawrence Suz
Jay Hickey Suz
VET NOV
Jim Thompson Yam
Larry Crass Yam
Jack Timm Hus
VET EX
Demzel Nugent Suz
250 NOV
Mark Garcia Hon
Derek Wittorff Suz
Nick Hallrud Kaw
125 NOV DIV I
Danny Dennis Hon
John Bloom Hon
Jeff McCapes Hon
125 NOV DIV II
Kendall Powers Suz
Dennis Brown Yam
Jay Cook Suz
100 NOV
Curt Anselmo Yam
Mark Zeissler Suz
Don Brown Yam
MINI NOV
Lauren Godbee Yam
Cary Stutters Yam
Todd Anselmo Yam
MINI EX
Ed Defty Hon
Steve Ahart Hon
OPEN EX
Danny Leet Mai
Brady Farris MV
Doug Hart Bul
250 INT
Mark Lewallen Suz
Ron Combs Bul
Art Stapleton Suz
250 EX
Pat Wilson Hus
Mike Hersman Hus
Ted Rogers Hus
125 EX
Don Cantaloupi Yam
Robert Norton Hon
Kent Classen Hon
125 INT
Ray Spore Yam
Jim Wooten Hon
Gregg Welch Hon

Paul Hasson Mem.
Weeks, Nev.
April 18, 1976
By MOTO-DEPO

OVERALL
R. Buttner Hus
OPEN EX
N. Winters Hus
OPEN AM
J. Putnam Hus
B. Kemp Hus
OPEN NOV
L. Fatheree Bul
N. Dickie Bul
N. Baglin Bul
250 EX
N. Clair Hus
B. Onga KTM
250 AM
P. Gio C-A
250 NOV
N. Smith Hus
N. Patterson Hus
G. Grieve Hus
125 EX
P. Smith Hus
125 AM
J. Canonic C-A
125 NOV
E. Curran Hus
G. Owen Hus
R. Prichard Hon
OLD TIMER
N. Potter Hus
POWDER PUFF
S. Murphy Hus

Easter MX
Santa Maria, Calif.
April 18, 1976
By Big C

MINI JR
J. Dyer Yam
B. Anderson Yam
K. McLaughlin Hon
MINI INT
G. Goodwin Yam
V. Ward Yam
R. Dyer Yam
MINI SR
B. Perry -
E. Perry -
100 JR
B. Beveridge Suz
N. Evans Yam
P. Prochaska Yam
100 INT
B. Ward Suz
B. Dixon Suz
125 JR
B. Carr Yam
J. Knudtson Hon
J. Keese Hon
125 INT
B. Cross Hon
W. Reyes Suz
G. Bergman Kaw
125 EX
M. Gambetta Hon
J. Keese Hon
A. DeLarge Yam
250 EX
B. Keese Bul
J. Johnson Bul
A. Segale Bul
OPEN EX
D. Czerwinski Mai
R. Long Yam
C. Czerwinski Mai
250 JR
B. McElmurry Mon
J. Thomas Bul
W. Conner Yam
250 INT
R. Baron Hus
D. Bolduc Suz
R. Horton Suz
OPEN JR
K. Shane Bul
M. Boufford Yam
P. Komenchuck Yam
OPEN INT
R. Landis Yam
R. Marshall Suz

SRAC
High Plains 50
Berthoud, Colo.
April 25, 1976
By Action Oz

125
Don Burgener 2
Tom Longworth 4
Steve Mattieson 14
175
Jack Anciaux 1
John Rhodes 2
James Siebert 4250
Terry Wischoeffer 3
Don Sharman 3
Kurt Geiger 4
OPEN CLASS
Harry Nuce 2
Bill Linkus 3
Dennis Dreeszen 4

Saddleback Sat. MX
Orange, Calif.
April 17, 1976

125 EX
Warren Reid FMF
Floyd Burk Hon
Kurt Sofka Hon
250 EX
Tommy Croft Hon
Bill Rubly Mai
Mark Asbury Yam
OPEN EX
Will Harperr Mai
Bob Elliott Suz
Robert Zingg Suz
125 INT
Bob Gabriel Yam
125 JR
Dan McLeod Hon
Mark McHenry Yam
David Collins Suz
125 BEG
Rob Miller Suz
Dave Vermil Hon
Bill Edringer Yam
250 INT
Dan Mayreis Suz
250 JR
Bob Gosin Suz
Lexie Holtsdaw Yam
David Swanberg Yam
250 BEG
John Fullmer Yam
Grant Comer Yam
Ken Rigier Yam
OPEN INT
C.D. Barter Yam
OPEN JR
Randy Lester Bul
Don Allier Yam
Terry Mulligan Hon
OPEN BEG
Paul Bronson Yam
Allen Edringer CZ
Dave Nelson Mai
100 BEG
Russel Montano Suz
Ted Heyk Yam
Jim Mike Rye Yam
MINI EX
Paul Wilkins Yam
John McKelvin MM
Mark Shiotan Yam
MINI BEG
Chris Laker Yam

Corona TT & H-M
Corona, Calif.
April 21, 1976
By Elaine Jones

TT
MINI
Chris Gables Yam
Gene Brown Yam
Bobby Garabedian Yam
100 NOV
Robbie Robison Yam
Shawn Pettis Yam
Mark Taylor Yam
125 NOV
Larry Penrod Yam
Robert Callaway Kaw
Jeff Eary Yam
125 AM
Terry McCreery Kaw
Don Acker Hon
Robert Pfetzing Yam
125 EX
Mike Tidwell Yam
Darren Penrod Yam
Ray Lovell Yam
250 NOV
Steve Mott Yam
Bob Kivrizis Yam
Dave Hottel Hus
250 AM/EX
Mike Tidwell Yam
Mike Allen Yam
Bobbi Hunter Yam
OPEN NOV
Fred Conover Kaw
Cal Wangred Yam
Dennis Pinheird Suz
OPEN AM
Mike Baeder Yam
Wayne Melanson Yam
Jim Bearup Hon
OPEN EX
MONEY RACE
Mike Tidwell Yam
Dan McWhorter Yam
Rick Marquis Hon
HALF MILE
MINI
Kirk Johnson Yam
David Dove Yam
Gene Brown Yam
125 NOV
Larry Penrod Yam
Gary Ludwig Yam
Jeff Eary Yam
125 AM/EX
Mike Tidwell Yam
Danny Perkins Hon
Darren Penrod Yam
250 NOV
Terry McCreery HD
Cliff Mathews C-A
Jim Beck Yam
250 AM/EX
Bobbi Hunter Yam
Bruce Talbot Oss
Bob Eary Yam
250 TWIN
Eddie San Roman Yam
Doug Davenport Yam
Ronny Roderick Yam
OPEN NOV
Lou Gimenez Tri
Fred Conover Kaw
Robert Graves Yam
OPEN AM
Mike Baeder Yam
Denny Aguirre Kaw
Stan Kinsey Yam
OPEN EX
Richard Plueger Yam
Rick Marquis Hon
Bob Graves Yam
OPEN EX
MONEY RACE
Rick Marquis Yam
Mike Tidwell Yam
Doug Hannon Yam

D-36 ST
Fremont, Calif.
April 14, 1976
By W.H. Spencer

60 NOV/JR
Brad Howard Yam
Joey Krusemann Yam
80 NOV
Gary Blodgett Yam
Grant Newell Yam
80 JR
Brad Howard Yam
80 EX
Doug Chandler Yam
Tony Deatherage Yam
100 NOV
Marvin Lewis Yam
100 JR
Joe Armtrout Yam
100 EX
Doug Chandler Hod
Tony Deatherage Yam
Torrey Arguello Yam
100 NOV
Bob Cunnington Hod
Curt Jeffcoat Yam
125 NOV
Mike Fruzen Yam
Kevin Gonzales Hod
Tony Gordon Yam
125 JR
Louis Mazur Yam
Tony Adragna Yam
Ken Robicheaux Yam
125 EX
Rod Spencer Hod
175 NOV
Dave Busby Yam
Dave Ariki Yam
200 NOV
Mike Horton Bul
Mike Braughton Bul
200 JR
Vince Holder Yam
250 NOV
Keith Pechar Bul
Kevin Olson Suz
Andy Jannings Hon
Craig Cole Hon
Steve Miller Suz
Matt Soldano Bul
Rocky Robinson Suz
250 JR
Tony Gould Bul
Len Castro Yam
Ken Robicheaux Yam
250 EX
Rick Hocking Oss
Rusty Davis Yam
Randy Mamola Yam
360 NOV
Mike HortonrBul
Frank Garcia Kaw
Jeff Noia Yam
360 JR
Mark Murray Kaw
Greg Ragan Yam
Bill Wainscott Bul
360 EX
Rick Hocking Yam
Rick Delacy Yam
Chuck Miller Yam

AMC Saddleback
Orange, Calif.
April 25, 1976
By Danny Raymond

OPEN PRO
Jeff Foland KTM
Richee Collins KTM
Steve Shipkey Mai
250 PRO
Kevin Crawford Suz
Mike Goodrich Suz
Kevin Rodgers Mai
125 PRO
Steve Bauer D&G
John McGonigal FMF
Mitch Musgrave Hon
125 BEG
Brian Phillipson Hon
Tim McCasland Yam
Jo Ann Miley Hon
MINI BEG
Neal Mofhitz Hon
MINI JR
Billy Keffer Hon
100 BEG
Larry Hernandez Hon
100 JR
Ted Hoyt Yam
100 INT
Barb Spielman Hon
125 JR
Tim Hale Yam
Dan Payne FMF
Ron Flores MM
250 BEG
Richard Burr Yam
Bruce Mattis CZ
John Edwards Suz
250 JR
Lexie Hottsdao Yam
K. Ferler Mai
125 INT
Ron Rinden Suz
Lee Scheffers Yam
250 INT
Rich Sanders Mai
Mark Van Camp Mai
Ted Vanden Raadt Yam
OPEN JR
Marino Bastionell Mai
Alan Cheever Yam
Phil Davy Mai
OPEN INT
Clinton Barter Mai
Rick McFarlone Suz
OPEN BEG
Chuck Hunt Suz
Richard Headley Mai

Ross Downs Pro ST
Colleyville, Tex.
April 11, 1976
By D.H. Nielsen

NOV PRO
SEMI I
Mike Green Bul
Shon Stovall Yam
Rusty Patillo Bul
SEMI II
Tony Faircloth Yam
Darryl Wood Suz
Bruce Moore Yam
MAIN EVENT
Mike Green Bul
Rusty Patillo Bul
Shon Stovall Yam
JR/EX PRO
SEMI I
Steve Eklund Yam
Bubba Rush Bul
Tim Carwright Bul
SEMI II
Billy Labrie Yam
Terry Poovey Yam
Bret Braddy Yam
MAIN EVENT
Steve Eklund Yam
Bubba Rush Bul
Tim Cartwright Bul
Hank Scott Yam

Mosier Valley MX
Arlington, Tex.
April 4, 1976
By D.H. Nielsen

JR MINI
Jay Zea Yam
Terry Tinney Yam
Jerry Martin Yam
SR MINI
Tony Nielsen Hon
Darin Eames Yam
Craig Riddle Hon
OVER 30
Tom Hollister Yam
Vic Doyle Bul
L.D. Riddle Hus
100
David Sanders Suz
Skipper Franks Yam
Barry McClish Yam
125 NOV DIV I
Jimmy Jones Suz
Andrew Prior Suz
Randy Cox Yam
125 NOV DIV II
Mike Scarbrough Yam
David Donaldson Hon
John Doskocil Yam
250 NOV
Jimmy Holloway Suz
Brian Wilson Pen
Dan Wreyford Bul
125 INT
David DiCorte Yam
Dennis Goodson Suz
Bruce Hallmark Hon
125 EX
Eddie Roberts Yam
Mike Martin Yam
Randy Frankes Yam
250 INT
Stan Cross Bul
Scott Hudson Yam
Steve Couch Bul
250 EX
Wyman Priddy Bul
Ricky Kidd Hus
Petyton Treadwell Hus
OPEN INT
Richard Daviss Hus
Randy Jones Bul
Joe Dowdy Suz
OPEN EX
Ricky Kidd Hus
Tim Riddle Hus
Brent Sipes Bul

Roland MX
Roland, OK
April 11, 1976
By Jack Harwood

MINI
Karry Baggett Yam
David Newman Yam
Bobby Williamson Kaw
125 AM
Ray Campbell Hon
Rick Grigg Yam
Mike Fransein Hon
250 AM
Chuck Downum Suz
Larry Mason Yam
Gerald Ward Yam
OPEN AM
Bob Frazier Yam
Mike Englen Yam
Bug Waddle Suz
125 EX
Gary Bowman Yam
Vic Palmer Yam
John Day Yam
250 EX
Bill Eddy Hon
Chip Day Yam
Jerry Pate Yam
OPEN EX
WendellWoolard Suz
Gary Bowman Yam
Chip Stewart Yam

Will Rogers Barn No. 8
Novice-Junior Pro ST
Ft. Worth, Tex.
April 9, 1976
By D.H. Nielsen

SEMI I
Mike Green Bul
Darrell Pittman Yam
James Pyle Bul
SEMI II
Rusty Patillo Yam
Billy Price Mon
Teddy Head Bul
SEMI III
Lucky Nichols Yam
Mike Moore Bul
Blane Fore Yam
SEMI IV
Andy WEest Bul
Shon Stovall Yam
MAIN EVENT
Mike Green Bul
Rusty Patillo Hon
Andy West Bul
CHAMP MINI TT
EXHIB. RACE
Mike Kidd
Mike Caves
Hank Scott

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AFM 6-hour RR
Ontario Motor Spdwy.
Ontario, Calif.
April 18, 1976
By Irving J. Berlitz VII

OVERALL	
David Breetwor/ Steve Mallonee	Tri 750
Mike Parriott/Wes Cooley, Jr.	Kaw 900
Roger Hagie/ Martin Carney	Kaw 900
Clay Rice/ John Glover	Yam 350
Lance Weil/Tony Murphy	Lav 750
Dennis David/ Randy Davis	Kaw 900
Jeff Loughridge/Vance Breese	Hon 500
Whitney Blakeslee/Dale McCreary	Yam 350
Kevin Burke/ Ken Greene	Hon 500
David Emde/ Bob Tigert	BMW 900
Stan Smith/Mike Velasco	Kaw 500
Dane and Alan Gingerelli	Yam 500
Richard Pope/Hughes Gervat	Guz 850
Chris Nugent/Mark Holmchick	Yam 350
C. Strohmenger/Harry Klinzmann	Yam 350
OPEN	
Mike Parriott/Wes Cooley, Jr.	Kaw
Roger Hagie/ Martin Carney	Kaw
Dennis David/ Randy Davis	Kaw
David Emde/ Bob Tigert	BMW
Richard Pope/ Hughes Gervat	Guz
750	
David Breetwor/ Steve Mallonee	Tri
Lance Weil/ Tony Murphy	Lav
Wendy Epstein/ Craig O'Conner	—
Tommy Bright/ Mike Lee	Kaw
500	
Jeff Loughridge/ Vance Breese	Hon
Kevin Burke/ Ken Greene	Hon
Stan Smith/ Mike Velasco	Kaw
Dand and Alan Gingerelli	Yam
Jeff Peck/ Dennis Hunter	Suz
410	
Clay Rice/ John Glover	Yam
Whitney Blakeslee/ Dale McCreary	Yam
Chris Nugent/Chris Holmchick	Yam
Chuck Strohmenger/ H. Klinzmann	Yam
Mike Haynes/ Chris Raney	
250	
Gary Saunders/ Kurt Rellick	Yam
Art Friedman/ Larry Lim	C-A
Ron Hlavka/ Dennis Berg	—
Robin Stabile/ David Bright	—
David James/ Mike Doyle	Hon

AME MX
Moorpark, Calif.
April 18, 1976
By Ted Timas

MINI EX	
Steve Schmitz	Suz
MINI JR	
Kenny Spiker	Yam
Jeff Van Camp	Yam
Billy Keefer	Hon
MINI INT	
Terry Mason	Yam
100 BEG	
Kenny Spiker	Suz
Don Parker	Hon
Dan Olson	Suz
100 JR	
Mike Nance	Suz
Mark Adams	Suz
Dan Schneider	Suz
100 INT	
John Whelchel	Suz
Jim Cote	Suz
John O'Mara	Suz
500 PRO	
Will Harper	Mai
John Hateley	Mai
Steve Rawson	Suz
250 BEG	
Tony Becker	Bul
Don Elvington	Suz
Jim Learnihan	Oss
500 BEG	
Paul Marconi	Yam
500 JR	
Steve Eries	Mai
Kirk Harris	Bul
Jerry Asher	Yam
500 INT	
Dean McCoy	Yam
Phil Davy	Mai
Rick Sieman	Yam
125 PRO	
Greg Robertson	C-A
Bob Hannah	Yam
Ken Zahrt	Hon
125 INT	
Doug Burhoe	Suz
Terry Ducker	Yam
Stan Franks	Hon
125 JR	
Eddie Armstrong	Kaw
Lance Sloane	FMF
Starr Thompson	Suz
125 BEG	
Jack Pfatenhauer	Suz
Mark Sirota	Hon
Jim Pedroza	Hon
250 PRO	
Bob Hannah	Yam
Will Harper	Mai
Bill Grossi	Suz
250 INT	
Arnold Comproni	Mai
Rich Hurtado	Mai
Rich Titus	Suz
250 JR	
Dave Roark	Bul
Martin Sanett	Bul
Joel Harriott	Yam

CMC HS MX
South Bay Park Speedway
Chula Vista, Calif.
April 21, 1976
By James Brammer

125 Pro	
Bob Murray	Hon
Steve Bartley	Hon
John Tessitore	Hon
250 PRO	
Mike Tripes	Yam
Michael Stearns	Suz
Jim Martin	CZ
500 PRO	
Marty Moates	Rok
Rob Norgaard	CZ
Chip Howell	Hus
MINI STOCKS	
Scott Burnsworth	Yam
Mike Cady	Yam
Grant Barrows	Yam
100	
Ron Lounsbury	Yam
Sam Ryan	Suz
Brian Rickie	Hon
MINI MOD	
John Simpson	Yam
Grant Barrows	Hon
Mike Cady	Yam
125 INT	
Rick Wade	Hon
Brian McNamara	Hon
Terrance Shekell	Yam
125 JR 1st DIV	
Don Brown	Hon
John Sotelo	Yam
Joel Moore	Hon
125 JR 2nd DIV	
Tom McBride	Suz
Scott Cross	FMF
Hugh Good	Suz
125 JR 3rd DIV	
Joe Holt	Hon
Bob Hard	Hon
Steve Gabrielson	Suz
125 JR 4th DIV	
Tony Gomez	Yam
Steve Haney	Yam
Gary Hutchinson	Hon
250 INT	
Gary Cox	Yam
Bob Brown	Kaw
Tony West	Suz
250 JR 1st DIV	
Robert Hollinshead	Suz
Bud Anderson	Suz
Mike Allen	Bul
250 JR 2nd DIV	
Lloyd Woodring	Suz
Brian Webster	Oss
Ted Fatsens	Suz
500 INT	
Jack McCormick	Suz
Robert Cooper	Mai
Steve Volin	Hus
500 JR	
David Metje	Yam
Jim Ribley	Suz
John Hillman	Suz

TROPHY PICKUP

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"Desert M.C." trophy presentation will be at the Desert Baron team race May 9, 1976. "Free beer". The trophies will be brought to the desert this one time only. You or your representative should pick it up then. If not it will be available at Shell Mtr. Yamaha, 3365 Century Blvd., Lynwood, CA. (213) 638-4864. (17/3x)

Trophies for the 1976 Prospectors "Gold Rush Enduro" may be picked up at the home of Ted Peterson, 4391 Green Ave., Los Alamitos, CA 90720. Please call before pick up; call between 6:00 p.m. & 9:00 p.m. Phone 598-7480. (16/4x)

Trophies for the Sled-Rider team race of Feb. 8 may be picked up at the Sled-Rider's Benefit Race for Rodger Reed on May 16 – at De Anza Cycle Park or the next 2 desert races thereafter or phone (Gene) for home pick up. (714) 530-1827. (18/2x)

TT Weekend ST
Boise, Idaho
April 23, 1976

MINI B/A GRP	
David Meyers	
Darlene Horne	
Victor Garcia	
MINI B/B GRP	
Troy Sawyers	
Bob Thomas	
Bryan Larrea	
MINI B/C GRP	
Dan Roloff	
Wes Prouty	
Ricki Tegan	
MINI EX/A	
Danny Atkinson	
Roger Andree	
Dan Bennett	
MINI EX/B	
Russ Yamamoto	
Tom McCallum	
Andy Bruhn	
100 BEG/A	
Brian Loesch	
Tom Decoy	
Tom McCallum	
100 BEG/B	
Stanley Grove	
Dan Bennett	
Ryan Risher	
100 EX	
Scott Miller	
Oely Grover	
125 BEG/A	
George Down	
Chris Fitzhugs	
125 BEG/B	
Randy Bowden	
Jim Tropey	
125 EX/A	
Mike Thompson	
Dennis Redmond	
Ernie Thompson	
125 EX/B	
Rick Rice	
Randy Webb	
Scott Miller	
125 EX/C	
Jeff Celories	
Craig Fischer	
Jeff Fischer	
125 EX/D	
Matt James	
Jeff McDaniels	
Jim East	
200 BEG	
Jeff Celorie	
Del Seitzinger	
250 BEG/A	
Kim Best	
Chuck Moore	
250 BEG/B	
Mark Burgess	
Mitch Martin	
John Land	
250 PRO/A	
Mike Adair	
Butch Cokran	
Bob Best	
250 PRO/B	
Matt James	
Curt Hinsz	
Scott Jones	
OPEN BEG	
Todd Puett	
Mitch Martin	
360 NOV PRO/A	
Lewis Alter	
Terry Weigand	
Tom Cameron	
360 NOV PRO/B	
Randy Thompson	
Jeff Fischer	
360 NOV PRO/C	
Bill Cook	
Dave Mazour	
Kent Gore	
360 NOV PRO/D	
Chris Hunter	
Rick Hill	
OPEN JR PRO	
Mickey Fay	
Lester Huey	
John Gennai	
360 NOV PRO/A	
Lewis Alter	
Nate Gross	
360 NOV PRO/B	
Steve Snow	
Gary Nelson	

Owyhee MC MX
Boise, Idaho
April 24, 1976

MINI BEG	
David Barnowski	
Dan Roloff	
Brian Larrea	
MINI EX	
Lance Schoening	
Phil Larson	
Kenny New Jr.	
100 B	
Rowdy Blasdell	
Duane Marken	
125 A GROUP	
Larry Womack	
Roland Miller	
Kim Lefor	
125 B GROUP	
Duane Marker	
Tim Thornock	
Mark Olberding	
125 C GROUP	
Tom Jensen	
Bob Down	
Dan Knight	
125 EX	
Gary Racca	
Matt Jones	
John Kaufman	
250 BEG	
Ed Hickman	
Bud Hudson	
Doug Mattson	
250 EX	
Mark Kaestner	
Larry Buffington	
OPEN BEG	
Ron Long	
Tom Triol	
Eric Aldous	
OPEN EX	
Matt James	
Barney Newman	
John Hateley	

AMA 2-Day Trial
Pell City, Ala.
April 10-11, 1976

100cc CLASS	
Ted Leimbach	Pen
T. Krehbiel	Pen
Ken Harvey	Yam
125cc CLASS	
Dane Leimbach	Pen
Dan Cichocki	Pen
Mike Rosso	Her
175cc CLASS	
Tom Penton	Pen
Jeff Gerber	Pen
Billy Uhl	Her
250cc CLASS	
Jack Penton	Pen
Mike Hannon	Bul
Gary Younkins	Pen
350cc CLASS	
Carl Cranke	Pen
Jim Hollander	Rok
Charlie Vincent	Oss

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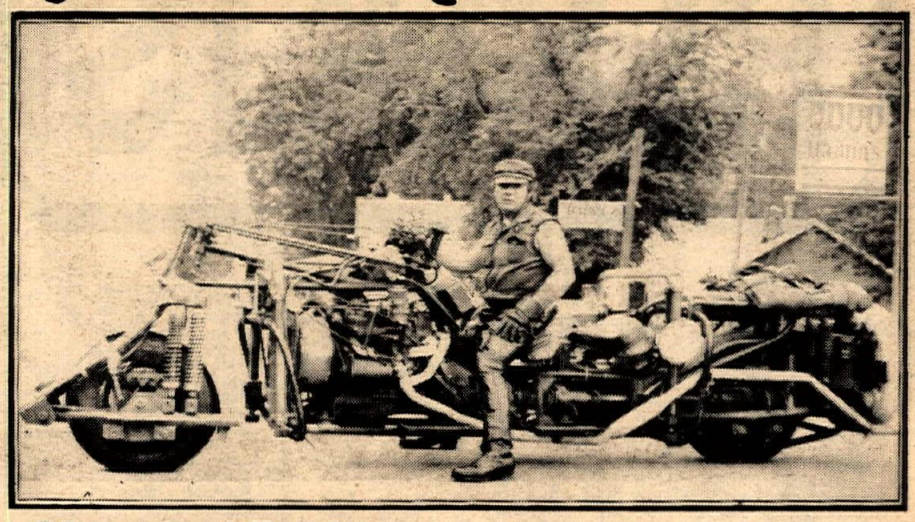

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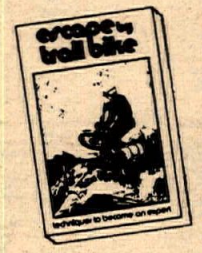

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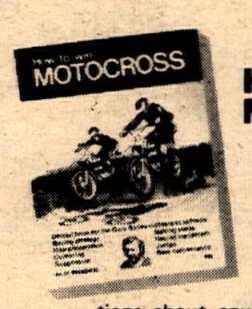

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RESULTS

CMC Nite MX
East Irvine, Calif.
April 21, 1976
By Joel Jamieson

MINI JR
John Whitfield Yam
David Hulbert Yam
Bobby Doyle Yam
MINI EX
Willy Zamora Yam
100 JR
Lyle Babi Hon
Bruce Cook Yam
Bill Battaglia Hod
125 PRO
Mark Lawrence Yam
Scot Clifton T&M
Pat Delligatta WH
125 INT
Ty Richey Hon
Chris Fortier Hon
Malcolm McCasey FMF
125 JR I
Mark Lester CH
Pat Baadilla Hon
Roland Rodman Yam
125 JR II
Kevin Kelso Hon
Greg Bedford Hon
Mike Margules Mai
250 PRO
Morris Molone Suz
Val Tamietti Mai
Brad Morrison Mai
250 INT
Bill Boyer Suz
Jim Montogomery Suz
Bret Weyand CZ
250 JR
Billy Bartlett Suz
Scott Kinnier Yam
Mark Petty JBS
500 PRO
Andy Bolander CZ
500 INT
Dave Hensche Mai
Mike Johns Yam
Jeff Clark Yam
500 JR
Rick Gause Yam
Bob Grisham Hus
Robert Ridenour Mai

AMA Reg'l TT
Boise, Idaho
April 25, 1976
By Marty Gregory

NOV MAIN
Eddie Lawson
Danney Hogue
Rodney Spencer
Dennis Lee
Glen Nickerson
Nathan Gross
JR MAIN
Ted Davidson
Scott Pearson
Mike Sullivan
Frank Word
Larry Legarra
Mickey Fay
EX MAIN
Paul Bostrom
John Hateley
Ed Herrmann
Steve Eklund
Lewis Burres
Chuck Joyner
Richard Wascher
Mark Smith
NOV TROPHY DASH
Danny Hogue
JR TROPHY DASH
Ted Davidson
EX TROPHY DASH
Lewis Burres

Manzanita Spdwy
Phoenix, Ariz.
April 21, 1976

MINI JR
Billy Boat Yam
Donnie Smallwood Hon
MINI SR
Morgan Clay Yam.
100
Jeff Tank Yam
125 NOV
Brian Ziegler Hon
Mike Dorn Kaw
Steve Alcott Hon
125 AM
Dave Robinson Yam
Biff Barner Hon
125 EX
Larry Carter Yam
Randy Carter Yam
Danny Boaz Yam
250 NOV
Bob Russell Yam
Mike Brewer Yam
Bobby Boaz Yam
250 AM
John Strickland Hon
Gaylan Shawler Yam
250 EX
Larry Carter Yam
Bobby Scott Yam
Randy Barnes Suz
500 NOV
Rodger Brown Yam
Bob Neill Suz
500 AM
Bart Beninati Yam
Steve Hintz Yam
Ronald Whittington Suz
500 EX
Rick Kraft Yam
Marty Halkola Bul
Mike Plagens Bul
OPEN NOV
Terry Azbilll Tri
OPEN AM
Larry Bechler Yam
OPEN EX
Jon Sellers Tri
Tom Burcham Yam

SRA Speedway
Ventura, Calif.
April 27, 1976
By Dennis Greene

COSTA MESA EAG-48
VENTURA SHARKS-30
HANDICAP MAIN
Dean York
Randy Marsh
SECOND DIV MAIN
Steve Lewotsky
Dick Pruett

SRA Speedway
San Bernardino, Calif.
April 28, 1976
By Dennis Greene

SAN BERN. SIZZLERS-49
BAKERSFIELD BAND-29
HANDICAP MAIN
Ron Preston
Jim Gresham
Bert Harkins
SECOND DIV MAIN
Paul Belisle
Bruce Barkawitz
Don Falkner

SRA Speedway
Irwindale, Calif.
April 29, 1976
By Dennis Greene

LOS ANG. SPROCKETS-42
VENTURA SHARKS-36
HANDICAP MAIN
Scott Sivadge
Max Koemans
Jan Ballard
SECOND DIV MAIN
Ron Preston
Bob Berry

SRA Speedway
Costa Mesa, Calif.
April 30, 1976
By Dennis Greene

ORANGE CNTY EAG -44
SAN BERN. SIZZLERS-34
HANDICAP MAIN
Phil Moon
Larry Shaw
Dave Galvin
SECOND DIV
Steve Schlanser
Kurt Strommer
Rick Farron

Hi Boots TT
Dehesa, Calif.
April 18, 1976

125 NOV
Chuck Meyer Yam
Phillip Breed Yam
Ron Laffranchi Yam
125 AM/EX
Don Hartley Yam
Scott Hollingsworth Yam
Jeff Spahnn Hon
250 NOV
Hugh Radcliffe Yam
Keith Lynas Oss
Richard Allyn Bul
250 AM/EX
Richie Volk Yam
Tim Melancon Yam
Billy Hicks Yam
OPEN NOV
Richard Bishop Yam
Scott Douglas Yam
Ronald Combest Hus
OPEN AM/EX
Tim Melancon Yam
Jeff Allison Kaw
Scott Marshall Yam
MINIS
MINI 80
Benjie Meyer Yam
Paul Gibson Yam
Bobby Gleffe Yam
MINI 100
Chuck Meyer Yam
Benjie Meyer Yam
Bobby Gleffe Yam

OTHG MX
Santa Maria, Calif.
April 25, 1976
By Lucious LeRoy

EX
Lanky Larry Yam
Repulsive Ray Suz
Maniac Mike Hus
AMATEUR
Jaws Jon Yam
Janitor Jerry Yam
Cheap Chuck Suz
INT
Lewd Lou CZ
Begonia Bill Hon
Perverted Phil Mai
NOV
Daisy Dave Suz
Tipsy Tom Suz
Dung Dennis Suz
BEG
Fickle Frank CZ
Edsel Ed Yam
Rocket Rodney CZ

Plonkers ATA Trial
Elsinore, Calif.
April 25, 1976

KIDS
Mike Stone Yam
Tom Daily Yam
David Ige Hon
NOV
Lance Verburg
Paul Webster Yam
Fred Gross Bul
Dan Peterson Bul
Todd Spear Yam
AMATEUR
Marty Tripes Bul
Tom Walker Bul
David Webster Yam
Tom McKnight Bul
Rick Spruell Bul
EX
Marland Wahaley Hon
Bernie Shcreiber Bul
Mike Griffitts Mon
Mark Eggar Hon
Gary LaPlante Bul

CMC Nite MX
Irwindale, Calif.
April 23, 1976
By Tom Blattler

MINI JR
Barry Kelperis Yam
Jack Essen Yam
Bob Kirschke Yam
MINI EX
Rick Simmons Yam
Rick Atkins Hon
Eric Stone Yam
100 JR
Angel Montoya Yam
Mike Roy Yam
Jeff Johnson Yam
125 JR
Keith Ehlers Hon
David Perez Hon
Ron Valentin Hon
125 JR
Glenn Page Hon
Tim Collister Hon
Keith Beck Hon
125 INT
Mitch Musgrave Hon
Gary Pendleton Hon
Mark Braunwalder Yam
125 INT
Bob Brammer Yam
Darrell Hutchins Hon
Ron Utaski Hon
250 JR
Steve Jaramillo Suz
Rick Cranford Yam
John Lopez Oss
250 JR
Craig Davis Yam
Rick Gregg Hon
Dave Haagsma Suz
250 INT
Bill Boyerr Suz
Dennis Brownn Yam
Ron Maas Mai
500 JR
Frank Leal Suz
Jeff Miller Bul
Thom Miller CZ
500 INT
Shawn Underwood Yam
Dale Lewis Suz
Dave Hensche Mai
125 PRO
David Taylor Hon
Dave Pessy Hon
John Atwood Yam
250 PRO
Jeff Vidic Mai
Val Tamietti Mai
Mike Follmer Mai
500 PRO
Chuck Lunde Mai
Bob Elliott Mai
Gene Martin Mai

Ascot Park Half-mile
April 30, 1976
By Maureen Lee

EXPERTS
Steve Eklund HD
Rob Morrison HD
Terry Dorsch HD
JRS
Steve Fortune Yam
Randy Gibbs Yam
Jim Halkola Yam
NOV
Eddie Lawson Bul
Tim McWhorter Yam
David Lujan Yam
EX DASH
Steve Eklund HD
John Allison Yam
Tom Berry HD

Escape Cntry
$1000 Purse MX
Trabuco Cyn., Calif.
April 25, 1976
By Joel Jamieson

MINI PRO
Jeff Ward Hon
Dallas Rebello Yam
Joey Hamilton Yam
100 PRO
Jim Gallagher FMF
Jeff Ward Hon
Greg Barrett Hon
125 PRO
Ron Turner TM
Gary Denton DG
Mark Tyer DG
250 PRO
Gary Ogden Suz
Ron Turner TM
Morris Molone Suz
500 PRO
Jon Derhammer Mon
Chuck Lunde Mai
Tom Mayfield Mai

Cyclesports MX
Conroe, Tex.
April 11, 1976
By Mark Knowles

MINIBIKE JR
David Douglass
Mike Dickey
Von Thomas
MINI SR
Jimmy Braden
Darrel White
Von Thomas
POWDER PUFF
Linda Barnes
Sheryl Bracoto
OVER 30
Jim Barnes
Earl Cherry
Ron Mayfield
100 AM
Rick McCroskey
Bill Neim125 NOV A
David Bingham
Robert Morrow
Ryan Kirkpatrick
125 NOV B
Don Harrington
Craig Schrader
Linda Barnes
125 INT
Steve Plentl
Rick McCrosky
Chris Serres
125 EX
Glen Johnson
Shaun Kelly
Mickey Pizzatola
250 AM A
Joe Haney
Jim Barnes
Jerry Slaughter
250 AM B
Jerry Friedrich
Guy Romine
David Parsnips
250 EX
Roger Brown
David Taylor
Mike Wharton
OPEN AM
Rodney Corporran
Jerry Darnell
Mike Thomas
OPEN EX
Keith Duffy
Bobby Guidry
Robert Nadasi

CENTRAL PIPELINE

DAVE NIELSEN

125 Novice Mike Scarborough (482) wrapped up his first Mosier Valley MX Park win.

Di Corte, Roberts top 125ers

By Dave Nielsen

ARLINGTON, TEX., APRIL 4

As usual, the bulk of the action at Mosier Valley MX Park was in the 125cc classes, with a lot of speed and a little luck required to place in any of them. Requisite quickness due to the state of competition, and luck to beat bulging classes. Not to mention those intangible instincts that keep these screamers between the fences while WFO around this well-groomed, highly demanding layout. Most of the riders just say it's "neat."

Second moto upsets were the order of both 125 Novice divisions. Suzuki jammers Andy Prior and Jimmy Jones flew to first and second in the opening round after Martin Talbot (Bul) disappeared halfway through, but Jones took the final moto all the way over Prior. David Donaldson (Hon) was looking for his third win for a five-race Mosier letter jacket, but after smoking moto one in Division II, took a slow start, and Mike Scarbrough (Yam) ran off with first overall at 2-1 over Donaldson's 1-3.

The tempo really picked up in 125 Intermediate, as the David Jones-David DiCorte rivalry continued to highlight today's 28 rider field. Jones' Honda and DiCorte's Yammer rubbed axles back and forth throughout the first moto, with Dennis Goodson (Suz) and Bruce Hallmark (Hon) holding third and fourth, until DiCorte took the flag, getting by Jones on the last lap. Round two saw Jones and Kirk Spencer (Yam) jumping the pack, but Jones promptly crashed, fell again and was out of it. DiCorte quickly took over from a fourth-place start and buzzed in the winner, while Spencer's strong second moved him into fourth OA at 7-2 behind Goodson (3-3) and Hallmark (4-4).

Cajun Ricky Madole pumped his Honda so hard in the 125 Expert race that it blew a gasket, and turned what would have been his third straight win at Mosier into disintegration on the first heat's final lap. Madole started looking over his shoulder with about three laps to go and his top end going away with his comfortable lead. After the white flag, Ricky's Elsie finally quit, making a close race for second into a dash to the checkers for Eddie Roberts, Ruben Alonzo, Mark Pledger, and Mike Martin. Texarkana's Randy Frakes (Yam) surprised all present with a start-to-finish win in the second moto after his unnoticed sixth in round one. Positions swapped freely behind him, and Roberts (Yam) ended low point man at 1-3 for first OA over Martin (Yam, 4-2), while Frakes jumped into third, Alonzo (Hon, 2-5) fourth, and Pledger slipped out with a last moto ninth.

Farley splashes to Austin win

By Greg Labbe

AUSTIN, TEX., APRIL 4

The rains held off just long enough for the Amateurs to finish their motos early in the afternoon, but the Experts couldn't quite escape the wrath of Mother Nature. Halfway into the 250 Expert event, the sky, which had been threatening all day, opened up and proceeded to wash the traction out from underneath the knobs of a field of 55 exceedingly fast Experts. Needless to say, it soon became slip-and-slide city.

The day started with Scott Elliott finding his way to the front of the pack in each moto with stiff competition from Mike West. Unfortunately, Mike crashed his Yamaha in both motos and had to settle for fourth overall. Bill Davis came back after a long layoff for second Open Junior followed by Stacy Howle, who has moved back down from the Expert ranks, in third. Kyle Landrum led both Mini Senior motos but was overhauled each time by mini-master Frank Tello. Terry Curtis smoked the 100s in the first moto but couldn't do it twice, ending up third overall. Dicky Tillman was first and Jack Beckham second. The 125 Novices were divided in half, Division A going to Chris Shard, and Dvision B being won by Dean Waskobiak.

In the Expert division, Scott Boughan from Odessa was the rider to watch today. Though he didn't win either of the two classes that he rode, this was Scott's first ride after having fractured his back here five months ago. The layoff seemed to be of little consequence since Scott stuck his Suzukis into the thick of things all day long. At the finish he was third overall 250 and second overall Open. Not a bad come back.

Boughan and Roger Brown had a tremendous battle in the Open class behind the Husky mounted Dan Farley. Today was the factory-sponsored Farley's day as he won both the 250 and Open class with a convincing four moto sweep of first place. Roger Brown ended up third Open and second 250 on his Perrin Cycles sponsored Can-Am. Dicky Nowell came down from Ft. Worth and rode his new KTM to fourth ahead of San Antonian Kevin Horton on a Husky. The 250 class was rounded out by two Houston riders, Can-Am mounted David Taylor and Yamaha ace Glen Urquhart riding for Humble Yamaha.

(Continued on page 44)

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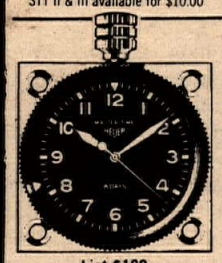

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By Jody Weisel

There used to be a big difference between tiddlers and men's machines, but suddenly the 250's are being ridden like 125's and the big bores like 250's. The new Ossa 250 GP is a 125 with 250 power and speed. Ossa released the new generation Phantom about a year and a half ago to rave reviews on power, weight, and handling while being soundly booed in the suspension department. Normally when a factory goes back to the drawing board they do a partial repair that comes out half-fast, or a total rebuild that destroys the earlier models good points while correcting it's faults. Not so with Ossa.

The Phantom came with a conventional rear suspension tied to oil dampened shocks and an aluminum swingarm. It was out of step with the changing modes of modern LTR technology. It was similar to building a light, fast hula hoop that only went half way around. It simply wasn't up to the marketing whims of a fickled audience.

The new Ossa GP has long travel Betor gas shocks mounted at a 45 degree angle on a chrome moly swingarm. The rest of the frame remains as close to the successful formula as possible. The bike was lengthened an inch and one quarter to tame the most vicious horsepower-to-weight ratio in the industry. Lots of machinery on the track today puts out beans, but few put them directly into the ground. Even with weak wristed Pirelli knobs the Ossa GP becomes a handful when you grab a handful of throttle.

As the Ossa GP comes out of the box it's ready to go. It was perhaps one of the more awe inspiring motocross bikes we've tested in a long time. Teethed on Japanese inscrutibility and indestructibility only the aficionado could get into some of the earlier Spanish mounts. We marked off the hard starting, gear missing and tail end hanging peculiarities to Latin blood. No more amigo, cause this Spanish flyer starts on the first kick, thanks to a bright sparking Motoplat CDI, rarely missed a shift, courtesy of some off season factory R&D, and handled with fine line precision. What sort of blasphemy is this? Are we trying to say it's better than an RM, YZ, CR or other alphabet concoctions? Yes, it is.

The GP, an alphabet derivative of Grand Prix, is rated X for expert. Anyone else had better be prepared to spend a lot of time on the ground. Experts had better be prepared to spend some time on the ground. Ossa has combined an ultra light front end with a big chunk of mid-range traction potential. The bike is short shifted through all five gears with the front end pawing clear air all the way. A sloppy shift, a misplaced touch of over-eagerness and it's hello terra-firma. All the power is useable, so if you don't know how to use it you're in trouble.

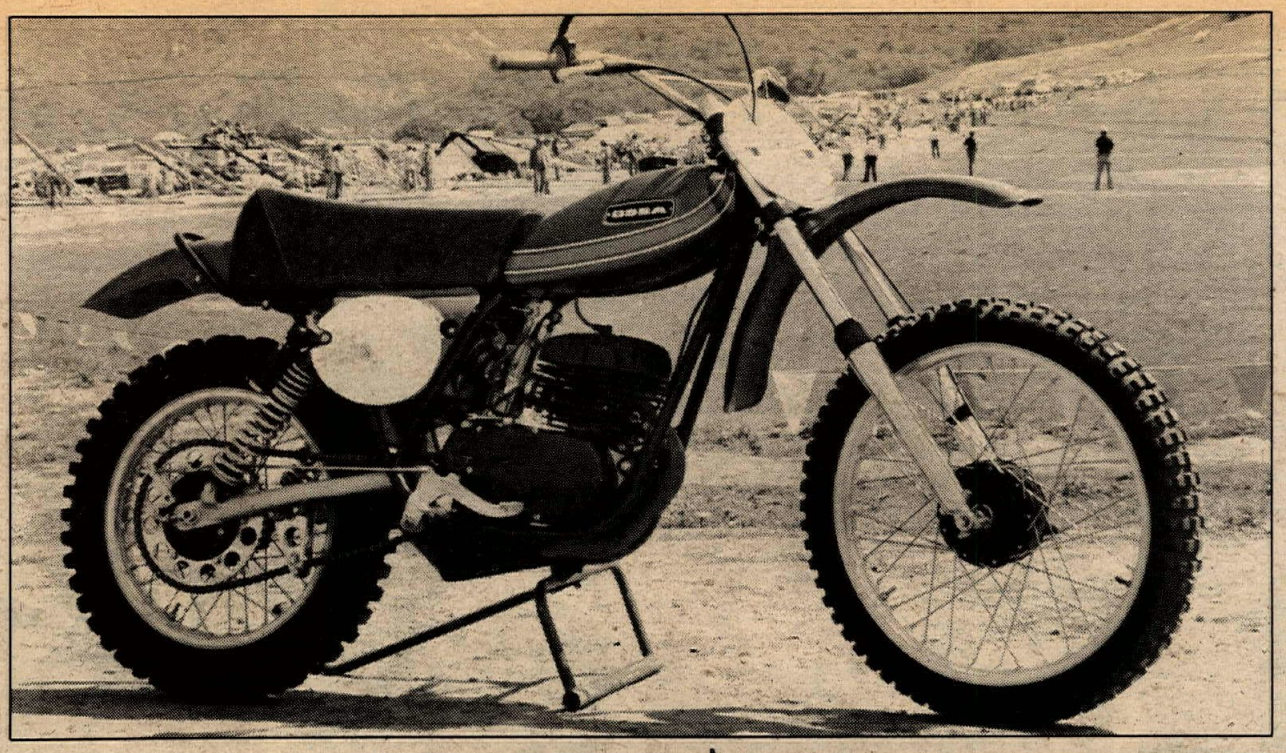
We had our doubts about the suspension since it is a combination of items that didn't impress us very much on other packages. The shocks are similar to the gas Betors found on last year's Montesa, which weren't very impressive. On the Ossa they are. The front forks are eight inch plus Betors that work well. After a couple of weeks the springs sag and the forks lose their snap. A couple of top out springs brought ours back around, but a good set of springs would be the hot set-up.

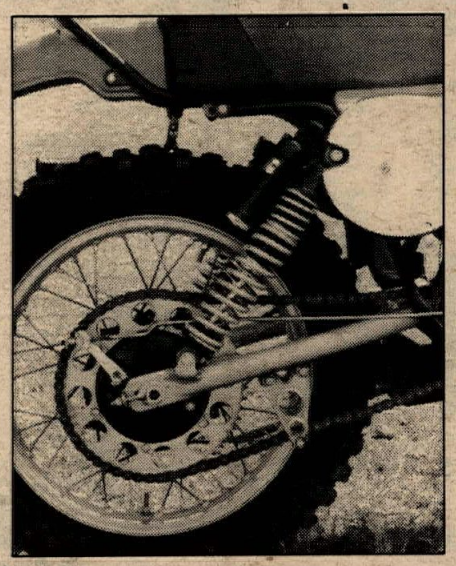
A ride on the Ossa GP reminds one of his first ride on the first CR-125 Honda a couple of years ago. The bike accelerates so quickly that the mind is left behind. Two corners into the track you're three corners behind. The Ossa will lay through a berm with the best of them, but with it's light steering and precision the rider can go inside or under any corner he wishes.

The bottom line

The negative aspects of this machine are few; fiberglass fenders that will probably self destruct. Ossa has plastic front fenders available. A downpipe is a thing of the past, but Ossa tried to tuck one underneath. No kill button could get the rider or the engine killed. The handgrips were universally disliked, but that doesn't mean you'll hate them.

On the affirmative side the overriding factor is the amount of effort the racer wants to put in. This is a serious piece of racing equipment and leaves no room for sloppy thinking or sloppy riding. If you want to put your mind into getting around the track fast then this is the best motocross machine built this year. But if you think racing is recess at the funny farm you'd never cut the mustard on this bike.



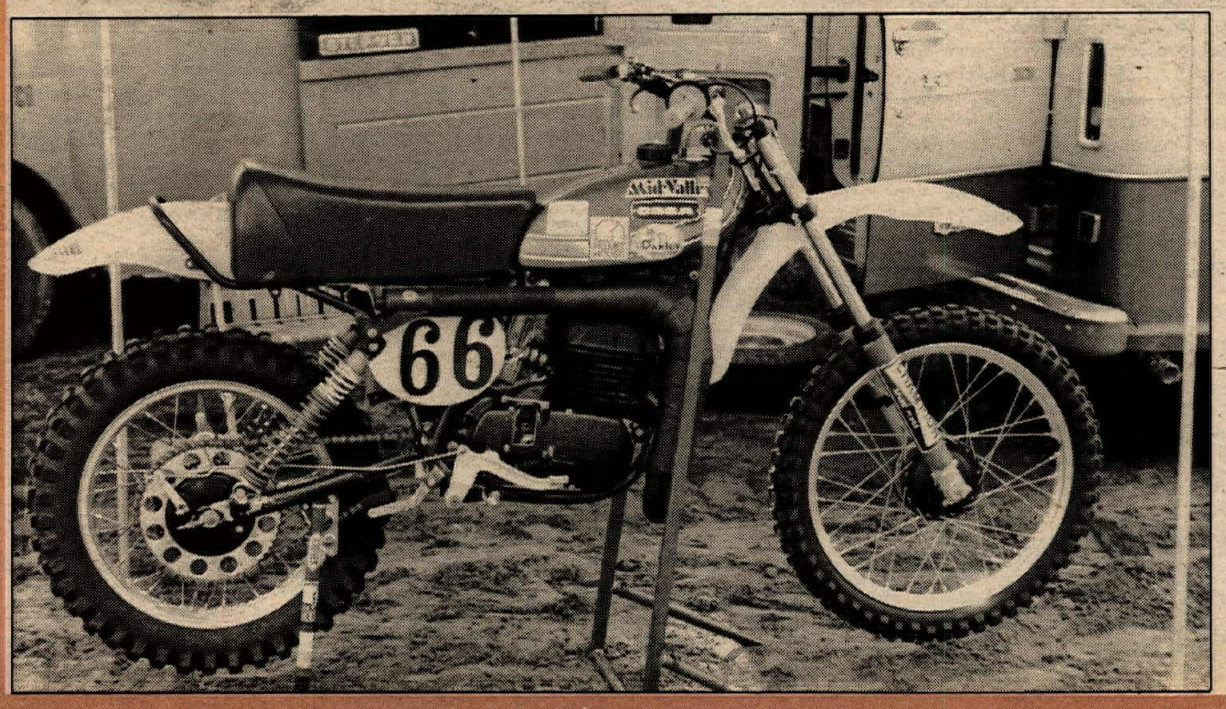


Spain's rocketship — The Ossa 250 GP is a holeshot specialist with the credentials to get you the rest of the way around the track in high style. (Right) Twin spring gas Betors hold up the rear, while (far right) the front end is light enough to hold itself up. The Ossa is a fibreglass flyer that will cut your lap times down or move your laundry bill up. It's all in the wrist.

Race ready out of the crate" has become a popular phrase in motorcycle advertising and journalistic tirades. The easiest way to put the proof to the pudding is to take a look at what the factory boys are riding. At the Ossa factory the only American National Motocross rider is Kenny Zahrt, the one time boy wonder, who is trying to work his way back to the top.

Kenny's Ossa, which is prepared by Mid-Valley Ossa, has made three major alterations to his Ossa 250 GP. The first was to install a Mid-Valley up-pipe that not only eliminates the banged cones and dinged welds, but also adds another thousand rpm's to the top end. Secondly, Kenny dropped his shocks into a more radical angle than stock to increase the rear wheel travel beyond eight and one-half inches. Fox Shoxs with two springs are used. Finally Zahrt's GP has Marzocchi front forks mounted because he believes they work better than the stock Betors, and we agree.

The rest of the bike is finely detailed with some carving to expose the countershaft sprocket, a chain tensioner and personal touches. Weight saving was not one of the objectives as the bike was considered to be right.



OSSA 250 GP
A handful and a half of Spanish flash!

CENTRAL PIPELINE

W/ERA Divisional at Texas World

By Steve Ueckert

COLLEGE STATION, TX., APR. 24-25 Sun, fun, cycles and that good ole southern hospitality captivated the crowd and the racers at the W/ERA Divisional event at College Station. Texas World Speedway welcomed high caliber cyclists such as James Vialovos who trailered 1500 miles from Fontana, California and Dave Phelps of Colorado Springs, Colorado. Both bikers were pleased with the high banks of the speedway and the high spirits of all the competitors here in the Lone Star State. Ross Cadion of Tulsa, Oklahoma expressed the sentiments of nearly all when he said, "This place has the nicest people in the world. We all came out for a good time and this is what improves racing." Speaking of the track itself, Cadion said, "The banks are unique, the first time through they'll scare the hell out of you; but then you come to realize that you just keep the power on coming off the long straight and power through the banked curve."

The finals run on Sunday were a classic example of good timing as every race was run on schedule and the fans had non-stop racing action with ten separate, ten lap events.

In the Open division, the victors were: Grand Prix, Tommy Byars; Cafe, Greg Bauer; and Production, John Miick. 500 Grand Prix was taken by Expert Dane Stewart; 250 Grand Prix by Expert Freddy Spencer and 200 Grand Prix by Expert Bubba Byars.

The cornering was tight and the straights were just out of sight. The real difference between this race and last one here four weeks ago was the track condition. This clean, dry track allowed the better riders and bikes to use that certain edge experience provides. ●

STEVE UECKERT

Texas World Speedway hosted W/ERA's road race wrecking crew. 410 Production slips their clutches and rolls away.

Eklund rebounds at Downs

By Dave Nielsen

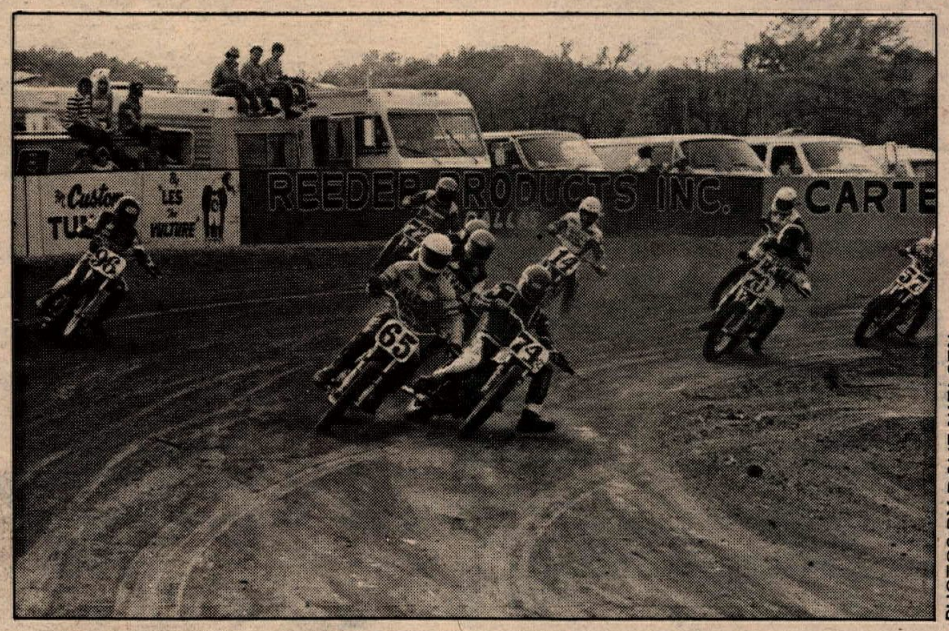
COLLEYVILLE, TEX., APRIL 11 Californian Steve Eklund, after driving his K&L Supply Yamaha to fast time at the previous night's National short track at Texas Stadium only to get off in the Main Event, kept up his devastating tempo today at Ross Downs, riding with the ultimate of precision, every move calculated to win. And win he did, made easier when Floridian Billy Labrie dropped his Yamaha in front of everybody in the Main.

After an evening of snores resulting from boredom and frustration at the above mentioned National, both racers and fans were hungry for some real get down action. Enter Ross Downs, with a perfect Sunday afternoon, huge crowd, and 117 entries from all over, around twice the riders attempting Texas Stadium. Ken Roberts and Gary Scott were on hand, but didn't ride. I guess when one gets up in the rarified atmosphere of National number one or two, he becomes more than just a man who loves to race. Besides, the event carried no points and ran for a "piddling" $1,600. And what a disgrace should he not win.

Due to the overwhelming entries, referee Ronnie Hutchens split the program, Novices having their own events, followed by combined Junior/Expert rounds. Despite many non-local riders, Dallas-Fort Worth area racers dominated the Novice action on their home track, with Bultaco Unlimited's Mike Green winning his second Main Event of the weekend, backing up his first at the Will Rogers Barn Friday night. Banging wheels all the way for second in the Novice Main were Shon Stovall (Yam) and Rusty Patillo (Bul), with Rusty mere inches ahead at the white line, and Tony Faircloth (Yam) a solid fourth. Green also picked up a DT tire for his work, donated by Big K Kawasaki.

In the Junior/Expert Semis, the true grit of the day began to emerge as the dollars started ringing up at the finish line. Eklund wasted no time putting away 'Dome ST winner Bubba Rush (Bul), Okie Tim Cartwright (Bul), and fellow west coaster John Gleason (Bul) in the first Semi, while Semi two brought the crowd to a fever pitch. Local favorite Terry Poovey, his Astro down sick, was out on an Ivan Angott Yamaha, and up against Billy Labrie. Poovey got by Bret Braddy (Yam) into second and closed on Labrie, but the pride of Florida held off the attack. Labrie nearly bought it after taking the white flag, hitting a ripple diving for turn one that threw him nearly off.

Poovey (96), Labrie (65) and Eklund (74) seconds before Labrie ate it.



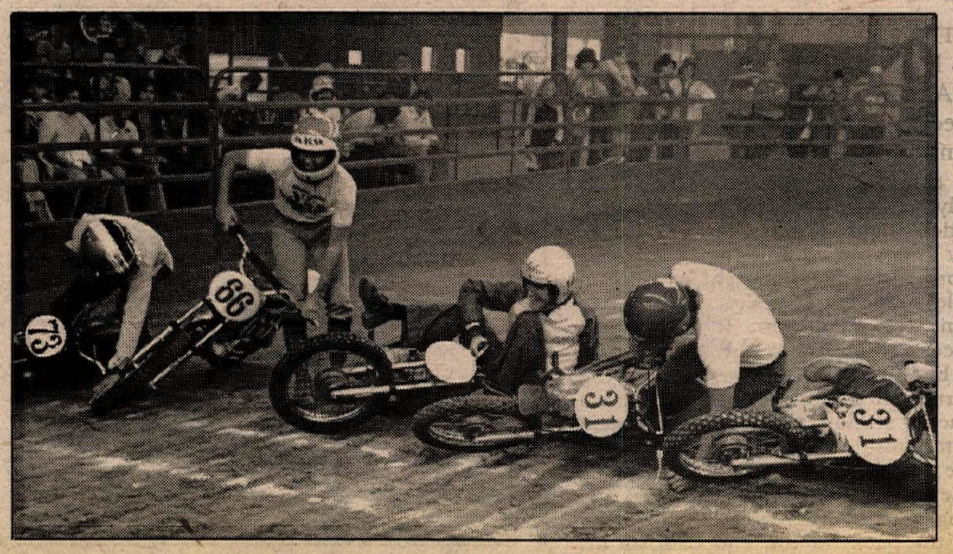
PHOTOS BY DAVE NIELSEN

Terry backed off for an instant, Billy saved it, and it was over. Afterward, Poovey sought out Labrie to congratulate him and check out his autographs on the left side of Billy's bike and leathers.

The Main started cleanly, and Labrie, Eklund, Rush, and Poovey screamed down the back straight looking for the lead. Rounding turn four, Labrie grabbed a little too much and lowsided, skidding along the front straight quite a way while the pack zoomed by, Eklund now at the point. Rush hung close a couple of laps more, but Steve Eklund was simply too much, he had it wired if nothing broke. Meanwhile, Poovey's bike began slowly disintegrating its internals, and was passed first by Cartwright and then by Hank Scott's Shell Yamaha. Mike Kidd was running well in sixth until the halfway mark, when his Yammer seized and he pulled in.

After Phil Dyson waved the checkers for Eklund, Steve finally broke from his pure business-like manner and surgical

Springsteen, Kidd, Scott, McClure and Rawls roar down the line.



style to a gleeful hug from his crew. Maybe he was remembering last night when the big bucks flew away, but this first year Expert is one to watch, for sure.

Results in Results Section.

Green pulls down the green in smoke filled room

By Dave Nielsen

FT. WORTH, TEX., APRIL 9

Believe it or not, friends, there was a legitimate pro short track on the tiny Will Rogers Barn dirt oval, but most of the crowd's attention went to the touring pro skidders, in town for the following night's National at Texas Stadium. After the first rounds of heats in the Novice/Junior program, no less than Hank Scott, Mike Kidd, Mike Caves, James Rawls, Guy McClure, and Jay Springsteen appeared on XR75s to battle for the dubious title of Mini TT Champion of the Universe.

With all seriousness obviously aside, race officials Kenny Roberts, Gary Scott, and Rick Hocking took to the infield to supervise the competition, and as Roberts flipped the green, they all fell over without moving an inch, probably to avoid a crowded first corner.

With fiery determination, Kidd roared by early leader Mike Caves after many crash-filled laps (the owners of the minibikes sweating all the while), and went on to lead the pack to victory, but was disqualified for stopping in the corners. The rest were kicked out for disobeying the blue flag, riding double, cutting the course, haybale throwing, and various other offenses. Roberts was last seen heading out the back door with the trophy and its foxy presenter, claiming the win due to attrition, while announcer Jack Rhodes and promoter Don Kidd tried to poll the crowd's applause to determine a winner.

Meanwhile, back at the real races, the field was narrowing down in the four Semis, with Mike Green, Rusty Patillo, Lucky Nichols, and Andy West earning front row slots for the Main, and best shots for bigger pieces of the $900 purse. Green and his Les Stultz tuned Bul, along with Patillo, aboard a Stubblefield Honda 350 thumper, had looked the best in all the prelims, and when the Main got going so did Green. He got a slight jump and gradually pulled away for a comfortable win, while Patillo was a solid second, and a battle for third went to Andy West (Bul) over Nichols and Okie Darrell Pittman.

Results in Results Section.

Oak Hill Hare Scrambles

By Greg Labbe

AUSTIN, TEX., APRIL 11

Oak Hill Cycle Ranch, just south of Austin, took advantage of perfect weather to put on their second monthly Hare Scrambles. The course was an interesting and greatly varied five mile circuit which included tight woods, fast fireroads, rocky trails, a sandy motocross-like section, and a back straight with a fun double jump that Don Vesco could have gotten tapped out on. It was a well marked and well run three hour race with Experts and Amateurs, cash to the Experts and trophies to the Amateurs. Of the 30 starters, only about half were able to finish, the course taking its toll of the unprepared.

The race was started Le Mans style leaving Gary Parker to wheelie away from the pack on the 250 Can-Am his

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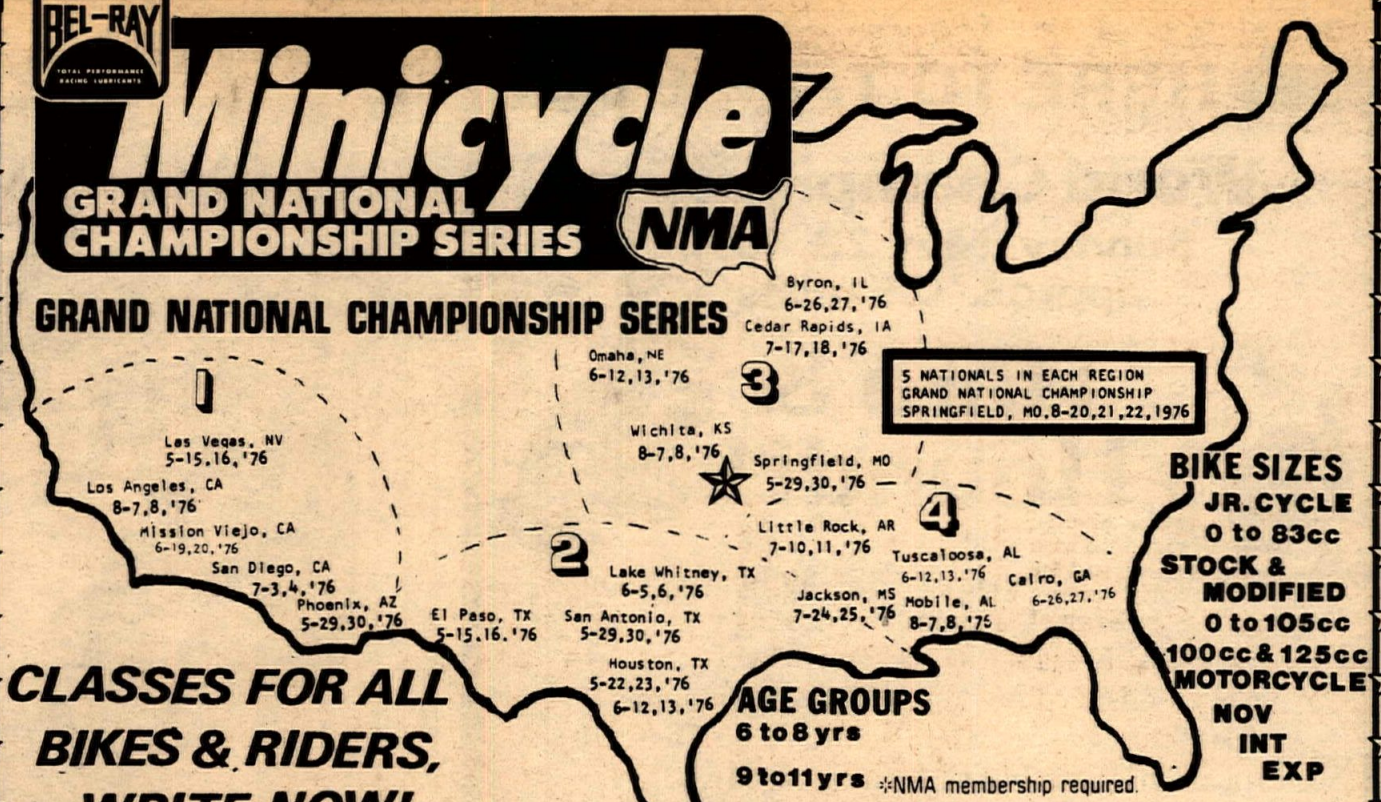

*NMA membership required.

For membership information contact.

National Minicycle Association
23301 Ostronic Drive
Woodland Hills, Calif. 91364

The NMA Championship Series will be set up via four regions, with five events to be held in each region. Each region will begin their race series no sooner than 5/15/76 and complete the regional activity no later than 8/8/76. The Grand National Championship finals will be held in Springfield, Missouri on August 20th, 21st, and 22nd.

Regions and Regional Managers are:

SOUTH CENTRAL
El Paso, Tx.; San Antonio, Tx.; Dallas, Tx.; Houston, Tx.; Regional Mgr.: John Kelley, 8700 Richmond, Houston Tx. 77063. (713) 789-4390.

CENTRAL REGION
Omaha, Neb.; Wichita, Kan.; Springfield, Mo.; Cedar Rapids, Iowa; Byron, Ill. Regional Mgr.: Mel Gere, (417) 865-0611.

WESTERN REGION
Las Vegas, Nev.; Phoenix, Ariz.; Mission Viejo, Ca.; San Diego, Ca.; Los Angeles, Ca. Regional Mgr.: Ron Hendrickson, (213) 340-4704.

DIXIE REGION
Little Rock, Ark.; Jackson, Miss.; Tuscaloosa, Ala.; Mobile, Ala.; Cairo, Ga. Regional Mgr.: Bobby Miller, (205) 758-6909.

Only expert, inter, and all junior cycle classes will qualify for the final championship event in Springfield, Mo. Novice riders will terminate at the regional championship level. Each rider must compete in at least three regional races. Once entered in one region, he or she cannot transfer to another region.

POINTS

Points will be awarded as follows:

25 points	1st
21 points	2nd
15 points	3rd
10 points	4th
9 points	5th
8 points	6th
7 points	7th
6 points	8th
5 points	9th

1 point — 10th or less. A 5 point bonus is given for each race completed.

No. of riders to transfer to the National Finals at Springfield, Mo.: Jr. Cycle — 5 per class (all). Minicycle — 10 per class Motorcycle student — 10 per class (expert only).

All entries must have an NMA competition membership — annual fee $8.00. Applications may be obtained from your Regional Mgr. or participating tracks.

RACE MANAGERS FOR ENTRY FORMS AND INFO.

WESTERN REGION #1
Las Vegas, NV, Bob Williams (702) 734-6342
Phoenix, AZ, Dick Lynch (602) 971-6135
Mission Viejo, CA, Ron Henricksen (213) 340-4704
San Diego, CA, Burni Burnworth (714) 462-2740
Los Angeles, CA, Ron Henricksen (213) 340-4704

SOUTH CENTRAL REGION #2
El Paso, TX, Randell Jones (915) 877-2347
Houston, TX, John Kelley (713) 789-4390
San Antonio, TX, Walt Sandifer (512) 736-2233
Lake Whitney, TX, Harvey Evans (817) 694-2901

SOUTH EASTERN REGION #4
Tuscaloosa, AL, Bobby Miller (205) 758-6909
Mobile, AL, George Lodge (205) 661-8727
Cairo, GA, Bob Bell (912) 377-5304
Little Rock, AR, Mike Ward (501) 227-0391
Jackson, MS, Jim Gibbs (601) 922-9112

CENTRAL REGION #3
Springfield, MO, Mel Gere (417) 865-0611
Witchita, KS, Merlin Michael (316) 776-2539
Omaha, NE, Bill Noble (402) 334-0149
Byron, IL, Mike La Loggia (815) 234-2271
Cedar Rapids, IA, Jack Spaw (319) 665-0090

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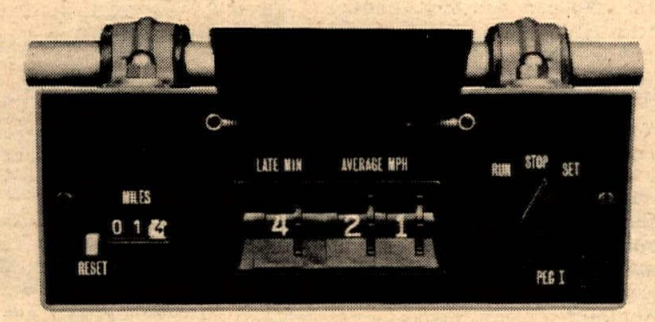

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Sunday, May 30
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8:30 am start (Experts)
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Approx. 150 miles – no more than 50 mi. between gas stops. Provisions: all participants must have their own gas pit & rescue crew. Co-op gas pits avail. – contact O.D.R.A. Spark arresters required.
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CENTRAL PIPELINE

20 minutes, 24 mph, 12 miles, bike plate MS-12, get that 400 out of here.

father had recently ridden to a gold medal at the Fort Hood Two-Day. Gary, riding Expert division, never relinquished his lead as he cut seven minutes off of the winning time from the preceeding month's race. Rick Corbin had to flog his 340 Rokon against some stiff but erratic competition in the early going but outlasted them, finishing overall Amateur in second position. Mac McKinley rode his Austin Sportcycles tuned Husky 125 to second Expert with Tom Robinson on a 360 Husky in third.

David Cooper on a Yamaha was first 250-Open, Gardner Ayref was second on a Husky, John Shoemaker rode an MT-250 Honda to third, Bob Edrington was fourth on his 340 Rokon and Mike Bryant was fifth on a Yamaha. 125 honors went to David Piepenbrok on a Can-Am, with George Lloyd on a Penton in second.

A free beer awaited each finisher and after three hours of heated competition, it was an appreciated addition to the day's festivities. Everyone seemed to enjoy themselves although there were a few dejected non-finishers. A couple of toddies and some good race lies soon had them ready for the next event, however. •

SRAC High Plains 50

By Action Oz

BERTHOUD, COLO., APRIL 25

The enduro club of Longmont put on a training event that was one of the best run and most efficiently organized events ever seen. The idea of having a fairly easy enduro early in the year and offering it to everyone of all experience levels is just plain super. Not only does it offer the Expert a chance to unlimber his or her bike from the long winter's nap, but it does a more important thing. It allows the Novice and the family to give it a try without discouraging them with a tough course right off the bat.

Earl Harris, of Fort Lupton, was one such example. Not only was this Earl's first ever enduro, but he had the dubious distinction of being first off the line. He finished on time but said that he'd had a few problems in between – he got lost at one point and was running around loose in a small town until he retraced his route and found the next check.

Mr. and Mrs. Robert Lehl ran the event on their Yamahas just for the fun of it while their two daughters waited with fingers crossed at the finish line. Mrs. Lehl started out one minute ahead of her husband and came in about ten minutes behind him. She said she got lost and never did make it to the back section of the course. She had a big grin and said she was just plain happy to be back.

Don Bergener, on his 125 Yamaha, managed to take a first place trophy even though he'd missed a turn and had gotten lost for a short time. •

Rainy Rio Bravo racing

By L. J. Duplichan

HOUSTON, TEX., APRIL 18

Easter eggs, motorcycles, and eight inches of rain in the area were the order of the day at Rio Bravo on Easter Sunday. A large number of enthusiastic riders were not hampered by the holiday or the weather and turned up ready to race. Showers started about mid morning, but a full first heat was run in every class and then the cash and trophies were awarded on first moto results.

Those fellows in the mud encrusted leathers turned out to be the 125 A Division and the inner was Eddie Thomas just ahead of Doug Cooper and Brad Haskins. When the water hose cleared the mud on the B class, it was Greg Thurmond in the lead with Ryan Kirkpatrick and Don Harrington trailing.

The 125 Intermediates and the Open Amateurs started within 30 seconds of one another and it was some kind of wild. Open bikes and 125s alike were bogged to the hubs, but Tom Curry got through to claim number one in the 125 Intermediate division and Scott Stevens made it through for a second place finish followed by Scott Smith, Mike Contello, and Randy Adams. The fellows on the big bore machines were not to be outdone and Bill Davis took his Monoshock Yamaha around for a fine ride to claim first among the jumbo Amateurs. Gas Mart's Jerry Darnell with his new purple tank Husky was the runner up followed by Robert Rubel, Jerry Wegmann, and Dup Duplichan.

In the 125 Expert division, the lead changed hands several times with Mickey Pizzatola getting the holeshot, but experiencing difficulties and falling back. Hard riding Bo Koch slushed his way through the debris of bikes and riders and came out on top for first place money trailed by Robert Coreal, Glenn Urquhart, and Brian Dougan.

Mike Wharton made it look easy in the 250 Expert class and poured it on for an undisputed first place victory. Brian Schafer was next in line at the cash box followed by Roger Brown and Glenn Urquhart. •

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

May 6

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. (213) 323-1142.

AMA SPEEDWAY
County Fairgrounds, 344 Tully Rd., San Jose, Calif. 1/7 mi. track. Start 8:15 pm. Adults $4, kids (6-12) $1. Bob Barkhimer Assoc., Inc., 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210.

R.A.C.E. MX
Corona Rcwy., Corona, Calif. Gate open 5:30 pm, prac. 6, race 7 pm. Entry $5. 200% Ex. p.b., 30% brass. 714/735-1705.

CMC MX
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Brass & super prizes. 213/323-1142.

SRA SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Starts 8 pm. Watch $3.50 adults; $2.50 Jr.; $1 kids 8-12. 213/334-4949.

May 7

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, Calif. Part of Lodi Hi-Pt. series. Semi Pro 100% p.b., sign up 5-6:30 pm, prac. 5:30-6:30, race 7:30 pm. All classes + minis. Entry $3.50. $2.50 2nd bike. 209/368-7182, 931-3722.

AMA PRO TT
Oregon Sidewinders Track, 13500 SE Lawnfield Rd., Clackamas, Ore. $1500 purse. 503/659-1830, 659-1022.

D-36 TT SCRAMBLES
Fremont Raceway, Fremont, Calif. All classes & minis. Black plate pts. King of the Hill special Open 4 pm, prac. 5, race 7. $4 ride/pit pass, $3 watch. 415/327-4461, 651-2545.

AME NITE MX
Indian Dunes, Valencia, Calif. Start 8 pm. 2 mi. W. of I-5 on Hwy. 126. 805/259-8000.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs.; $1 kids 8-12 yrs. 213/334-4949.

AMA PRO HALF MILE
Ascot, Gardena, Calif. Starts 8 pm. 213/321-5323, 323-5055.

May 8

TRI STATE HSMX CHAMPIONSHIIP
Susanville, CAlif. Limited entry opens April 5. Pre entry $5, post $15. All classes. Proof of High School attendance required. Doc Blevins, Lassen High School, 1110 Main St., Susanville, CA 96130. 916/257-2141.

AMA SHORT TRACK INDOOR STATE CHAMPIONSHIP
Long Beach Arena, Long Beach, Calif. Tickets avail. at Arena, Ticketron, 714/494-6568.

AMA AMATEUR SCRAM.
Oregon Sidewinders Track, Clackamas, Ore. Minis thru 500cc. Pit gate closes 6:45 pm, races 7 pm. 503/659-1830, 659-1022.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm. 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

CMC ROAD RACE
Riverside Int'l Rcwy., Hwy. 60 E of Riverside, CA to Day St., turn R. Gate open 7 am, prac. 9, race noon. Entry $12 mail, $17 post. All classes. Money & brass. 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

May 8-9

6th VIRGINIA CITY GP
Virginia City, Nev. Approx. 150 mi. course. 400 rider limit per day. Entry opens Apr. 1, close May 1. Entry $15 mail/$100 post. AMA cd. req. Entry & info. 3 sase to Western State Racing Assn., PO Box 7244, Reno, NV 89509. 702/972-1853, 358-2706.

W/ERA ROAD RACE
Willow Springs Raceway, CA. Sat.: 200 mi endurance race. Sun.: Regis., prac., finals. Finals 11 am Sun. Prod., Cafe, & GP classes. 602/985-6359.

CENTRAL

D-20 AMATEUR SHORT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd., Carrollton, Texas. Pits open 6 pm, race 8. Additional info. Amateur Dept. AMA, PO Box 141, Westerville, Ohio 43081. 214/242-5236.

LATIN AMERICAN INT'L MX & RR
Mexico City, Mexico. May 8: Night MX in Olympic Stadium. 125 & 250cc classes. Sun: RR in Autodromo, site of Olympics. 125 & 250/360cc combined classes. Entry free, no purse. Trophies & big party. All entrants rec. participants plaque. US entries will get local (Mexican) dealer support. Wire to Mr. Rodriguez, PO Box 14755, Mexico City, 14 D.S. Mexico. Call 517-2812, 547-5032, 547-4279.

SRA SPEEDWAY PRACTICE
South Bay Park Speedway, Chula Vista, CA. Practice for Div. II & III only. $1 adm. for Jerry Lewis Muscular Dystrophy benefit. Under 12 yrs., free. Racing starts in June. Ride 1-4 pm. 714/420-7414.

CENTRAL

SPIRIT OF '76 GOOD TIMES CELEBRATION
Lake Whitney Cycle Ranch, on the Brazos River, Whitney, TX. Sat.: Van Club fun & games. Country Western concert 8 pm. Sun.: Special Mothers Day MX. $5000 Pro purse. $20 entry per class (40 rider limit). Pre entry only, no post. All classes. Super 4 ft. trophies thru 10 places & trip for 2 to Las Vegas. Entire weekend only $6 to watch. Free camping & electric. Lake Whitney Cycle Ranch, PO Box 786, Whitney, TX 76692. 817/694-2901.

May 9

D-37 GREAT TEAM RACE H&H
Soggy Dry Lake, Calif. Limed from T-Cafe, Lucerne. 9 am Le Mans start; 8:45 for Women. Entry $16 per team. Nov. team together/Sr. team together. 2 bikes of different size ok. Special jackpot for $10 with 100% p.b. Desert Barons MC. 714/875-9017.

AMA SUPERBOWL QUALIFIER
Mountain High MX, 34 mi. NE of Fresno, CA N on Hwy. 41, signs posted from North Fork turnoff. Start noon. PO Box 464, Bass Lake, Calif. 93643. 209/291-8793.

CRC MOTOCROSS
Osteens Cycle Park, Pomona, Calif. All classes. Minis & gals welcome. Entry $7/$10 Ex. Cash to Ex., 30% same day brass to others. $3000 med. cov. Memb. not req., non-memb. add $2. 213/830-7519.

TT SCRAMBLES
Sidewinder Speedway, Ingman, AZ. 6 mi. E of Kingman, access at airport underpass. Sign in 10 am, race noon. Entry $4, $1 gate, 30% brass. 602/753-6470.

D-36 SEMI PRO TT SCRAMBLES
Pioneer Rodeo Grounds, Oakdale, Calif. Sign up 7:30-10:30 am, prac. 9=10:30, race noon. Entry $3.50/Ex. & Semi Pro $3.50 + $2.50 at sign up. 100% Ex p.b. + $25 in each Ex. class. All classes & minis. 209/869-1457.

ATA TRIALS SCHOOL
Santee Lakes, Santee, Calif. (near San Diego). Entry free. Taught by top SoCal Experts. Starts 10 am. Take I-8 to Mission Gorge Rd., L on Carlton Hills Blvd., L on Lake Cyn. Rd., R on Settle, L on Strathmore. Follow signs to area. Free soft drink. Vic Conaway. 714/284-7095.

D-37 TT SCRAMBLES
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore, Calif. Sign in 8 am, prac. 9, race 10. Sandak Racing Assoc. 714/826-2386, 674-5383.

CMC MOTOCROSS
Redding, Calif. S. 99 to Clearcreek Rd., 8 mi. to water tower, L Cloverdale Rd., 3 mi. to track. Gate open 8 am. Entry $8. Action Raceway. 916/241-1100.

MOTOCROSS
Franklin-On Territorial Rd. just out of Eugene, Ore. Prac. 11 am, race 12. Entry $4. Sign in 10:30-11:30. Emerald Racing Assn. 503/688-1274.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, Calif. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Calif. 92626.

AMC SADDLEBACK
Saddleback Park, Orange, CA. Gate open 7:30 am, race 9. No mail entry. $10 $12 post. $2 extra non-memb. $3000 $1000 purse. rider med. cov. 30% brass same day. 100% Ex. p.b. 714-581-2778.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

CMC BOSS SEMI PRO MX
Sacto County OHV Park. Hwy. 50 to Sunrise, S. to Whiterock, L 7 mi. to track. All classes. Gate open 6:30 am, race 9. Entry $8/$15. 100% Pro p.b. + 10% to Pro fund. 30% brass. 916/635-5240.

MOTOCROSS
Sandhill Ranch, Brentwood, Calif. Gate open 6:30 am, prac. 8-8:45, race 9:15. Entry $7 mail, $9 post, Ex. $15. 100% Ex. p.b., 30% brass. New track. Camping. Norcal MX PO Box 1918, San Leandro, Calif. 415/881-1039, 278-4269.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. 2 mi. W. of I-5 on Hwy. 126. Start 9 am. Int'l track. 805/259-8000.

AMA SMOOTH SCRAMBL
Pioneer Arena, Oakdale, Calif. S. on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Sign up 7:30-10:30 am, race noon. Entry $3.50/$1.50 2nd bike. Watch $2.50. Ex. $3.50 at gate + $2.50 at sign up. 100% p.b. to Ex. 209/869-1457.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Gate open 7 am, sign up 7-8:30, prac. 8, race 9 am. Entry Sptsmn. $7 mail/$10 post; Pros $12 mail/$15 post. Memb. req. $8. $4000 med. cov. Mail entry must be rec. Fri. before race. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CENTRAL

COUNTY LINE MX
County Line Cycle Park. From Dallas, Tx., Hwy. 183 W to County Line Rd. exit, S on County Line Rd. 2 mi. to park. Big Amateur day. Trophies thru 10 places. Gate $3, Nov. $5, Int. $6. Nov/Int prac. 8:45-9:30, riders meet 9:45, start 10 am. 214/438-1919,261-4192.

ROAD RACE
Oakhill Raceway, US 43 S from I-20 to F.M. 1716. Track 4 mi. N of Hnderson. Gate opens 8 am. Entry $13.50 (2nd class $7.50). Western/ Eastern Road Racing Assn. Central Road Racing Club, Inc. 3812 Halfpenny Rd., Austin, TX 78722. 512/476-5470.

AMA PACIFIC REG. HALF MILE
Colorado National Speedway, Erie, Colo. 2 pm. Contact: George Butland, 4281 Weld County Rd., Erie, Colo. 80516. 303/665-4173.

May 13

AMA SPEEDWAY
County Fairgrounds, 344 Tully Rd., San Jose, Calif. 1/7 mi. track. Start 8:15 pm. Adults $4, kids (6-12) $1. Bob Barkhimer Assoc., Inc., 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210.

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

SRA SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Starts 8 pm. Watch $3.50 adults; $2.50 Jr.; $1 kids 8-12. 213/334-4949.

May 14-15-16

BAKERSFIELD CUSTOM CAR ROD & MC SHOW
Goode Auditorium, Kern Cty. Fairgrounds, Bakersfield, Calif. Fri. & Sat. 6 pm-midnight. Sun. 1-8 pm. 213/688-1934.

May 14

AMA PRO TT
Oregon Sidewinders Track, 13500 SE Lawnfield Rd., Clackamas, Ore. $1500 purse. 503/659-1830, 659-1022.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 5-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

AME NIGHT MX
Indian Dunes, Valencia, Calif. Sign up 6-7:30 pm, prac. 7, race 8 pm. Entry Spts. $5/Pro $10. Post only. Memb. req. $8. 100% Pro p.b., 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/581-5778.

AMA PRO HALF MILE
Ascot, Gardena, Calif. Starts 8 pm. 213/321-5323, 323-5055.

CENTRAL

ROSS DOWNS AMA PRO SHORT TRACK
Ross Downs, on Hwy. 121 Business btwn. Ft. Worth & Grapevine, TX. Prac. 7 pm, race 8. $1200 purse. 214/276-0409, 481-1071.

May 15

DRA SILVER CUP INVITATIONAL
California City, Ca. Start 10 am. Only top pt. riders invited. 714/373-4647.

OWL HOOT POKER RUN
Lucerne Valley, Calif. Saturday night, for those riders with headlights. Easy course. $3 post only. Check out your lights & night riding technique before Greenhorn. For info. CRC 714/689-6114 days.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

CENTRAL

D-20 AMATEUR SHORT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd., Carrollton, Texas. Pits open 6 pm, race 8. Additional info. Amateur Dept. AMA, PO Box 141, Westerville, Ohio 43081. 214/242-5236.

May 16

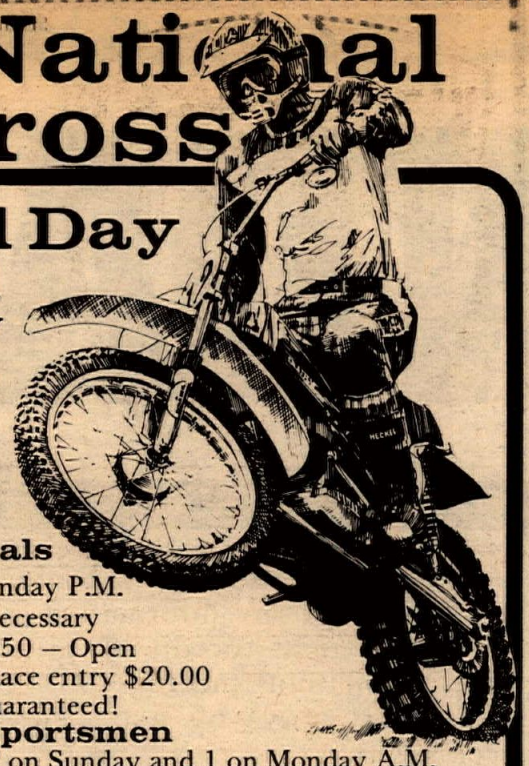
SAN JOSE NAT'L MILE
Santa Clara Fairgrounds, San Jose, Calif. $17,000 purse. Camel Pro Series. Promoted by Bob Baarkhimer Assoc., Scotts Valley, CA.

DRA RARE DESERT SCRAM
California City, CA. 0-200 Beg., Beg. PP & minis start 8 am: 250 & Open Beg, Sr. Beg. start 9:20 am: 0-200 Nov., Nov. Sr & Nov PP 10:40 am; 250 & Open Nov 12 pm: All Am & Ex 1:20 pm. $415 purse, 20% brass $3000 med. Limed from 17 mi. N of 4/corners, Hwy. 395, L side, also from Cal City Golf cse. 714/373-4647.

SHORT TRACK
Hermiston, Ore. 2 mi. SW of Hermiston on Westland Rd. Prac. noon, race 1 pm. Entry $3 per class. Class C tires. Blue Mtn. MC 503/567-5744.

CMC National Motocross

entries still open



Memorial Day Weekend

Sunday & Monday
May 30 & 31
Sacramento Off Highway Vehicle Park

$2400
Pro Purse

Professionals
Will ride 2 motos Monday P.M.
plus qualifiers if necessary
Classes — 125 — 250 — Open
Mail entry accepted * Race entry $20.00
Purse: $2400 Guaranteed!

Sportsmen
Will ride 3 motos — 2 on Sunday and 1 on Monday A.M.
Classes — Minis (Ex. & Nov.) Old Timers & Vets (Ex. & Nov.)
100-125-200 & Open Novice-125-250 & Open Intermediate

Entry is Limited * Mail Entries accepted
Fees — all Sportsmen — $12 entry includes 3 motos —
free camping & watch pro race — no charge

From Sacramento take Hwy. 50 toward Placerville—Turn South on Prairie City Road—Right on White Rock Road to Park. (Formerly McGill Cycle Park).

Enclose check or money order & mail entries to:
Boss MX, 2210 Kimwood Lane, Rancho Cordova, CA 95670
for info call: 916-635-5240

Name _____ Age _____
Address _____ City _____ State _____ Zip _____
Class _____ Bike size _____
Signature _____

Race with AME
1st & 3rd Sundays
Valley Cycle Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30

2nd / 4th Sunday
Indian Dunes Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg, Jr, Int $7 Mail, $10 Post, Pros $12 Mail, $15 Post.
AME License required $8 per yr.

Every Friday Night
Indian Dunes
$4000 MEDICAL INSURANCE
Sanction Available
A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

SADDLEBACK
Saturday Moto-cross
$3,000 Medical Insurance
3-20 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros.
May 8—MX-Modified course
May 15—Motocross
May 22—MX using long course (same as Trans Am series)
May 29—Motocross
24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros, $13.00
No membership or mail entry required.

Ride With The Best
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

CRC GULLYWHOMPER ENDURO
Sunday, May 16
Lucerne Valley (easy access)
A Real Family Enduro
Decals * CRC Points *
20% Trophies *
Beautiful Finisher Pins
2 loops 8 am start
★Special: ½ price to one loopers★
('C' riders under 16, Minis, & Women) all other classes go 2 loops. Mail entry $10.00
Post entry $12.00
$2.00 discount to '76 CRC members
Send entry & 2 S.A.S.E. to:
CRC, 7601 Arlington,
Riverside, CA 92503
info: 714-689-6114 days
★ Owl Hoot poker run Sat. night ★

CHERRY CREEK HARE N' HOUND
Cherry Creek, Eureka, Utah. Lime & signs from Hwy. 50 to race area, from Jericho Jct. D-26 AMA pts. Mail entry $13 closes May 1. Post entry $17. Salt Lake MC, PO Box 1711, 801/277-5526, 583-0394.

SRA RIVERSIDE GP
Riverside Int'l Rcwy., Riverside, Calif. Off road cse. 70 mi. races for all classes inc. Beginner, Nov., & Advanced. Team races also. Fin. pins & 20% brass. 213/320-1015.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. Int'l cse. All classes, minis & gals welcome. $7/$10 Ex. Non-memb. add $2. Cash to Ex., 30% brass same day. 213/830-7519.

CMC BOSS SEMI PRO MX
Argyll Park, Dixon, Calif. Hwy. 113, 12 mi. S of Dixon. All classes. Gate open 6:30 am, race 9. Entry $8/$15. 100% Pro p.b. + 10% to Pro pt. fund. 30% brass. 916/635-5240.

SLED RIDERS BENEFIT EURO SCRAMS.
De Anza Cycle Park, Sunnymead, Calif. Hwy. 60, Theodore exit. Approx. 7 mi. course. Entry $5 D-37 memb., $7 non-memb. $2 gate for all weekend. Camping welcome. Beg. 7 am; Women 8; Sr. 9; 250 Nov 10; 250 Am/Ex 11; Div II & Trail Nov noon; Div II & Trail Am/Ex 1 pm; Open Nov 2; Open Am/Ex 3 pm. All proceeds to Rodger Reed D-37 pts. Sled Riders MC. 714/772-7937.

AFM NO. ROAD RACE
Sears Pt. Rcwy., Hwy. 37 & 121 in Sonoma Cty., Calif. All classes. Pre-entry deadline is May 12. $15 first bike; $7 extra class. Post entry $18/$8. Memb. req. Send pre-entry to AFM, 6548 Wyndham Dr., No. 2, Sacramento, CA 95823. Gates open 8 am, prac. am, race pm. 415/938-3178, 547-2947.

D-37/D-38 MOTOCROSS
Carlsbad Rcwy., Carlsbad, Calif. Start 9 am. Entry $7. Nov. race first sign up 7 am, prac. 8, race 9. Ex/Am/Women/Hacks sign up 10 am, prac. 11:30. Dirt Bike Promotions. 714/560-0426.

X-CNTRY. MARATHON
VDR MC Park, 50 mi. N of Denver, Colo. at Berthoud exit off I-25. 125/175/250 Open classes. Pre entry $10, post $14. Start 11 am. Riders meet 10 am. GP start. 33% btass & gift certificates. Overall trophy. Centennial Yamaha, 516 S. Lincoln Ave., Loveland, Colo. 80537. 303/667-8949.

CRC GULLY WHOMPER FAMILY ENDURO
Lucerne Valley, Camp Rock Rd., CA. 2 loops. Start 8:01 am. 20% brass. Mail $10 & 2 sase to CRC, 7601 Arlington Ave., Riverside, CA 92503. $2 disc. to memb. 2 & 3 man teams add $1 per rider. $12 post. 714/689-6114.

CMC MOTOCROSS
Prison Hill-limed from Stewart exit, Carson City, Nev. 89701. Sign up 6-8 am, 8-9 prac., 9:30 race. Nov/Int $7 mail, $9 post; Ex. $15 post. 100% Ex. p.b. GP Productions, 101 Conestoga No. 50, Carson City, NV 89701. 702/883-5830.

URA LAME PUPPY FAMILY ENDURO
Red Mtn., Trona Rd., Calif. 3-30 mi. loops. PP & -16, 1 loop, C riders 2 loops, A&B 3 loops. First out at 8:01 am. Sat. nite campfire party (BYOB). Entry mail $10, post $12. URA memb. discount $2. Family teams no extra. 2&3 man teams add $1 per rider. URA, 6600 Gerald Ave., Van Nuys, CA 91406. 213/787-5208.

MOTOCROSS
Edwards A.F.B., corner Forbes & Lancaster Ave. Antelope Valley Fwy. to Rosamond, CA. Rosamond Blvd. to Edwards. Sign up 7-8:30 am, race 9. Entry $6. Same day brass. No Pro class. Free camping. Desert Wheels MC. 805/258-4250.

RED ARROW ENDURO
Sonora Pass MC, PO Box 259, Sonora, Calif. 95370.

CENTRAL

KMSA MOTOCROSS
Wichita, Kans., 63rd St. South, 143rd St. East. Start noon. Entry $3/$5 Ex. Ex. paid off by moto & overall brass to Jr/Beg/mini classes. 316/776-2539, 788-2098.

50 MI CROSS COUNTRY
Midado Raceway, Stephenville, Tx. Start 11 am. Entry $4, $2 gate. NTTRA Team rider add $1. Trail Bikes $2. 817/965-6179.

May 19

CMC HSMX
South Bay Park Spdwy., Otay Mesa, CA. I-805 S of Chula Vista, Otay Mesa Rd. off-ramp, 4 mi. E. Pit gate open 4:30 pm, prac. 6, race 7:30. Entry $6. $3000 med. cov. 714/420-7414.

May 20

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

AMA SPEEDWAY
County Fairgrounds, 344 Tully Rd., San Jose, Calif. 1/7 mi. track. Start 8:15 pm. Adults $4, kids (6-12) $1. Bob Barkhimer Assoc., Inc., 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210.

SRA SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Starts 8 pm. Watch $3.50 adults; $2.50 Jr.; $1 kids 8-12. 213/334-4949.

May 21

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: +3.50 adults; $2.50 Jrs.; $1 kids 8-12 yrs. 213/334-4949.

AMA PRO HALF MILE
Ascot, Gardena, Calif. Starts 8 pm. 213/321-5323, 323-5055.

AME NIGHT MX
Indian Dunes, Valencia, Calif. Sign up 6-7:30 pm, prac. 7, race 8 pm. Entry Spts. $5/Pro $10. Post only. Memb. req. $8. 100% Pro p.b., 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/581-5778.

May 22

SANTA ROSA SHORT TRACK
Chris Beck Arena, Santa Rosa, Calif. All classes & minis. Sign up 3:30-5:30, prac. 4:30-5:30, race 6 pm. Entry $3.50. D-36 rules enforced. North Bay MC. 707/546-3903, 823-7571.

AMA AMATEUR SCRAM.
Oregon Sidewinders Track, Clackamas, Ore. Minis thru 500cc. Pit gate closes 6:45 pm, races 7 pm. 503/659-1830, 659-1022.

ELSINORE TT
Elsinore Raceway. Hwy. 74 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm. 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

May 23

OKLAHOMA CITY NAT'L HALF MILE
Oklahoma State Fairgrounds, Oklahoma City, OK. $14,000 purse. Camel Pro Series. Promoted by Hugo's Enterprises, W ichita, KS.

2nd WORLD CHAMPION-SHIP HILLCLIMB
De Anza Cycle Park, 10 mi. E of Riverside, Ca. on Hwy. 60, Theodore off-ramp. $5225 purse, 4 classes. 0-125/$10 entry; 126-250cc/$20 entry; 251-501cc/$20 entry; 502-Open/$30 entry. Mail entry only. De Anza Cycle Pk., PO Box 973, Sunnymead, CA 92388. 714/653-5840, 528-2314.

D-36 SEMI PRO MX
Helvetia Pk, West Sacramento, Calif. Hwy. 16 btwn. W Sacto & Woodland. Gate open 6:30, race 9 am. Entry; minis $6, Sptsmn $8/$15. All classes. Bonus brass. Camping. 916/391-1241, 988-2137.

CMC MOTOCROSS
Redding, Calif. S. 99 to Clearcreek Rd., 8 mi. to water tower, L Cloverdale Rd., 3 mi. to track. Gate open 8 am. Entry $8. Action Racway. 916/241-1100.

CRC MOTOCROSS
De Anza Cycle Park, Sunnymead, Calif. All classes, minis & gals welcome. $6/$10 Ex. entry. Non-memb. add $2. Cash to Ex., 30% brass same day. Free camping. 213/830-7519.

MOTORCYCLE SWAP MEET
Great Western Exhibit Center, Santa Ana Fwy. at Atlantic on Eastern Ave., Los Angeles, Calif. 9 am-2 pm. Selling spaces $8. R.G. Cannings, PO Box 400, Maywood, CA 90270. 213/588-7310.

KIT CARSON ENDURO
Post Stock MC. 726 S. Laurel, Stockton, Calif. 95205.

D-36 SEMI PRO MX
Salinas Sand Pits. Opposite Crazy Horse Cyn. Rd. Approx. 12 mi. S of Gilroy, 10 mi. N of Salinas, Calif. Full prog. All classes. No minis. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. $6 to ride/$15 Semi Pro. 100% p.b. $2 admission. Riders Unltd., MC. 408/296-1371, 984-3383.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Gate open 7 am, sign up 7-8:30, prac. 8, race 9 am. Entry Sptsmn. $7 mail/$10 post; Pros $12 mail/$15 post. Memb. req. $8. $4000 med. cov. Mail entry must be rec. Fri. before race. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

HILLCLIMB
Saddleback Park, Orange, Calif. —cancelled.

CMC B.O.S.S. SEMI PRO MX
Marysville E. St. Bridge. Feather River Blvd. S. under Fwy. 1 blk, R to track. Gate open 6:30 am, race 9. Entry $8/$15. 100% brass to minis, 30% all others. 100% p.b. to Pros + 10% to Pro pt. fund. 916/635-5240.

D-37 WORLD CHAMP H&H
Koehn Dry Lake, Calif. Limed from Hwy. 14 on Red Rock, Randsburg Rd. & from Hwy. 395 in beautiful downtwon Red. Mtn. Starts Koehn D.L., finish at Charlie's Wagon Wheel. Fin. pins. Pie plates welcome. $10 entry. Start 9 am. Only D-37 pt. to pt. H&H in Calif. for '76. Prospectors MC. 213/834-8996. after 6 pm.

AMA SMOOTH SCRAMS
Pioneer Arena, Oakdale, Calif. S. on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Sign up 7:30-10:30 am, race noon. Entry $3.50/$1.50 2nd bike. Watch $2.50. Ex. $3.50 at gate + $2.50 at sign up. 100% p.b. to Ex. 209/869-1457.

AME MX
Indian Dunes, Valencia, CA. 2 mi. W. of I-5 on Hwy. 126. Starts 9 am. Shadow Glen track. Over. The Hill Gang MX on mini Glen track. 805/259-8000.

GRANNY RUN FAMILY ENDURO
N. of Victorville, Calif., Sidewinder Rd. exit of I-15, marked from Fwy. Start 7:01 am. Entry mail $7/1 loop; $8.50/2 loops. Post $8.50/1 loop; $9.50/2 loops. All classes & teams, 20% brass, super pins. Pomona Valley Desert Riders. 714/626-7696. PO Box 282, Montclair, CA 91763.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

CENTRAL

WHITE ROCK MTN ENDURO
Ozark Nat'l Forest, near Mulberry, Ark. Follow arrows on I-40 from Mulberry. Black Jack Enduro circuit. Entry $12. Start 8:01 am. Must be street legal. 209 S. 21st Terr., Ft. Smith, Ark. 72901. 501/646-4202.

May 27

CMC MX
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Brass & super prizes. 213/323-1142.

DIAMONDBACK EN.
Wendel, Calif. Hwy. 395 N of Reno, Nev. & Sunsanville, CA. Drawing May 17. Off road regis. or plates. 750 rider limit. Spk arr. & muff. req. Approx 100 mi. Start 8:01 am. Entry $10, $3 extra for teams. D-36 pts. 3 sase to Lassen MC., Box 1071, Susanville, Calif. 96130. 916/257-5023, 257-5556.

AME NIGHT MX
Indian Dunes, Valencia, Calif. Sign up 6-7:30 pm, prac. 7, race 8 pm. Entry Spts. $5/Pro $10. Post only. Memb. req. $8. 100% Pro p.b., 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/581-5778.

AMA PRO HALF MILE
Ascot, Gardena, Calif. Starts 8 pm. 213/321-5323, 323-5055.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

May 28

PACIFIC COAST AMA REGIONAL TT
Oregon Sidewinders Clubgrounds, Clackamas, Ore. $3500 purse. Oregon Sidewinders MC.

May 29-30

OLD TIMERS NATIONAL MX
Daroga Park, Wash. Take US 2, 16 mi. N of Wenarchee, WA to Orondo, take SR 151 6 mi. to Park. Wash. state Old Timers Assn. Chapt. 5. Team 29th 2 pm/Single & support 30th 9 am. Entry $18 pre/$25 post. $5 support. Joe MacKenzie, Star Rt., Box 47, Orondo, Wash. 98843. 509/884-5471.

30th ANNUAL GREENHORN ENDURO
Starts & finishes at John Muir High School, Pasadena, Calif. Starts 6 am. Day & night - 500 mi. Street legal, sil. & spk. arr. Dbl. D037 pts. Enclose 2 sase & $18. Pasadena MC, 9645 Ardendale, Arcadia, CA 91006. 213/447-6293.

May 29

CHAMPIONSHIP TUG-O-WAR
Red Mtn. CA. Follow line N from Red Mtn. Hwy. 395 & Trona Rd. Pacific Southwest Championship 6x6 Tug-O-War. Real water, lotsa action, super fun. 6 person teams. Guys, gals & kids. Start 7:30 pm. Entry 6 pack beer or soda per 6 man team. Stumpjumpers MC, Box 3823, Anaheim, Calif. 92803. 714/776-5236,778-6700.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

LOUISVILLE NAT'L HALF MILE
Louisville Downs, Louisville, Kentucky. $18,000 purse. Camel Pro Series. Promoted by W m. H. King Ent., Louisville, Ky.

May 30-31

CMC NATIONAL MX
Sacto OHV Park. Hwy. 50 E. to Sunrise in Rancho Cordova, S 1 mi. to White Rock, L 7 mi., follow signs. $2400 Pro purse + 10% to Pro fund (totals $2640). 30% super brass. All classes inc. minis, OT, Vets. Gate open 6 am, race 9. Entry Spts $12/Pros $20. Sptsmn race only Sunday; Pros race mon. 916/635-5240.

May 30

CROSS COUNTRY
Smelterville, Idaho. 34 mi. E of Coeur d' Alene, Ida. on I-90. 10 am start. Entry $10. 60 mi. of trials for enduro riders. No lights or lic. req. 208/682-2022.

STUMPJUMPERS HARE & HOUND
Limed from Red Mtn., CA, Trona Rd. 2x35 mi. loops. Tug-O-War Sat. night. 9 am start $8 to race. Special Beg. race (own start, one loop). Trophies & pins. Stumpjumpers MC. 714/776-5236, 778-6700.

CMC NAT'L MX SPTSMN
Sacto OHV Park. 9 am. Entry $12. See May 30-31 listing. 916/635-5240.

BURNS TO BEND CROSS COUNTRY
Start, Bend, Ore., finish in Bend, Ore. Pre entry $25 by May 17, Post entry $40. All entrants rec. decal, t-shirt, riders inst., map. Approx. 150 mi. Ex. start 8:30 am; others 9:30 am. 33% brass. ODRA, 550Seneca Rd., Eugene, Ore 97402. 503/686-8880, 345-5348.

D-36 SEMI PRO MX
Helvetia Pk., West Sacramento, Calif. Hwy. 16 btwn. W Sacto & Woodland. Gate open 6:30, race 9 am. Entry; minis $6, Sptsmn $8/$15. All classes. Bonus brass. Camping. 916/391-1241, 988-2137.

May 31

CMC NAT'L PRO DAY
Sacto OHV Park. Sign up by 10 am, Entry $20. $2400 purse. See May 30-31 listing. 916/635-5240.

BIGGIES & SCHEDS

1976 AMA Grand National Schedule

5/16 San Jose, Ca.	M
5/23 Oklahoma City, Ok.	HM
5/29 Louisville, Ky.	HM
6/4 Pontiac, Mich.	TT
6/5 Pontiac, Mich.	ST
6/12 Harrington, Del.	HM
6/20 Loudon, N.H.	RR
6/27 Columbus, Ohio	HM
7/4 Albuquerque, N.M.	M
7/10 San Jose, Ca.	HM
7/17 Castle Rock, Wa.	TT
7/24 Gardena, Ca.	TT
8/1 Monterey, Ca.	RR
8/13 Hinsdale, Ill.	ST
8/15 Terre Haute, Ind.	HM
8/22 Peoria, Ill.	TT
8/28 Indianapolis, Ind.	M
8/29 Indianapolis, Ind.	M
9/4 Talladega, Ala.	ST
9/12 Syracuse, N.Y.	M
9/18 Toledo, Ohio	HM
9/26 San Jose, Ca.	RR
10/3 Riverside, CA	RR
10/9 Gardena. Ca.	Hm

AMA Pro Motocross 125 National Championship

5/23 Buchanan, Mich.
6/20 Midland, Mich.
7/4 Bruceton Mills, W. Va.
8/1 Delta, Ohio
8/15 San Antonio, Tx.
8/22 Houston, Tx.
8/29 New Orleans, La.

250 National Championship

5/2 Forsyth, Ga.
5/16 Bruceton Mills, W. Va.
5/23 Allentown, Penn.
6/6 Southwick, Mass

VIEWFINDERS
Send any standard entry form & 2 S.A.S.E. Must include a photo copy of your rider classification card!
A.M.A. Dist. 37 & 38
GRAND PRIX '76
9th ANNUAL
JUNE 5th sat. & 6th sun.
CARLSBAD RACEWAY
• Entries Open April 8th - Close May 21st
• Make Checks Payable to Viewfinders M.C.
• Entry $12.00 Post $25.00 No Refunds
• Sat. 0-250cc Nov. Am. Ex. 2 Hr. Races
• Sun. Open - Women - Oldtimers 2 Hr. Races
• Side Hacks-1 Hr.

Starting position - all classes will be determined by postmark!
★ SPECIAL ★
4-Stroke Only Cl
$6.00 Entry -
1 Hr. Race
★ IMPORTANT ★
Entry must include (2) S.A.S.E. and must include a photo copy of your rider classification card!
MAIL ENTRIES TO:
OPEN class
Viewfinders GP
5080 Marmol Dr., Woodland Hills, Ca 91364•213/340-8916
0-175cc
Viewfinders GP, 5417 Lockhurst
Woodland Hills, Ca 91364•213/340-2366
176-250cc
Viewfinders GP, 5451 Marathon
Hollywood, Ca 90038•213/396-6469
* 4 stroke * Old Timers * Women's Div. * Side Hacks
Viewfinders GP
319 Alvardo St., Balboa, Ca 92661•714/673-5875

NAME _____ AGE _____
ADDRESS _____ PHONE _____
CITY _____ STATE _____ ZIP _____
CLUB _____ SPONSOR _____
Dist. riding no. _____ Bike _____ CC _____
CIRCLE ONE: 4-Stroke * Old Timers * Women's Div. * Side Hacks * Expert Nov. * Amateur
SIGNATURE _____ NOTARY (if under 18)

TT Scrambles
AMA Dist. 37 Points
Mothers Day May 9
ALL MOTHERS FREE
Sandak Racing Assn.
Sign up 8 am—Prac. 9 am—Race 10 am
Gate $2—Race $3.50—Non-memb. $5
All classes: Mini thru Open
20% DELUXE TROPHIES
Elsinore Raceway
Hwy. 71 at Lugonia Ave.
Lake Elsinore
714-826-2386/674-5383

Racing motorcycles beats working . . .

MX Every Thurs. Night
Corona Raceway
200% Expert Payback
30% Trophies
No High School MX competition
714-735-1705

CRC
$1,000 Purse Motocross
Indian Dunes May 16
info, 213-830- 7519

ESCAPE COUNTRY
$1000 Expert Purse (all Classes) May 23
714-586-7964

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

_____

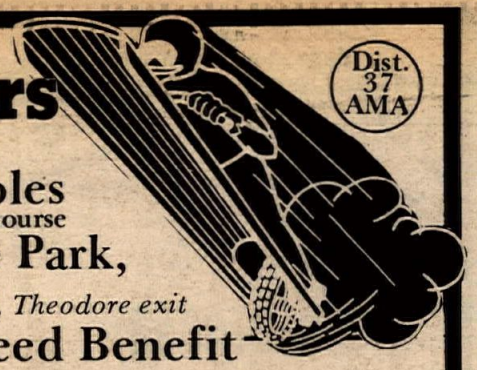
Additional information _____

_____

_____

Your name _____ Number to call for info *(with area code)* _____

Rescue 3
Sled Riders
Sunday, May 16
European Scrambles
Approx. 7 mile course
De Anza Cycle Park,
Sunnymead *Hwy. 60, Theodore exit*
Rodger Reed Benefit



Dist. 37 AMA

Beginners class	7 am
Women's Div.	8 am
All Seniors	9 am
250 Nov.	10 am
250 Am-Ex.	11 am
Div. II & Trail Nov.	12 pm
Div. II & Trail Am-Ex.	1 pm
Open Nov.	2 pm
Open Am-Ex.	3 pm

★★★Trophies★★★
Sandwashes – Hills & no rocks
non-members welcome

$2.00 gate for all weekend
$5.00 to ride for Dist. 37 members
$7.00 to ride for non-members

CAMPING OVERNIGHT WELCOME
De Anza Cycle Park has a motocross Sat., May 15 8 am
Come early & ride motocross. Info: 714-772-7937

SADDLEBACK PARK
AMC
May 9
$1,000 Purse MX
125-250-Open Pros
100% payback to Mini & 100cc pros
Mother's Day Special
Complimentary trophies to Mothers
of all 1st place winners – all classes
30% trophies – same day
$3,000 Medical Insurance
$7 regular, $12 pro, non-members add $2
gates open 7 am, practice 8 am, race 9:30 am
714-581-2778

Pasadena M C presents
the 30th Annual
500 Mile
Greenhorn Enduro
May 29 – May 30th
AMA Sanctioned
Double District 37 Points
Start & Finish in Pasadena
Call or write: **Pasadena M C**
21 E. Howard Pasadena, CA 91103 213-447-6293

SRA COMING EVENTS
May 16 Grand Prix
On the off-road course at Riverside International Raceway – 70 mile races for all classes including Beginner, Novice, and Advanced. Team races also – Finisher pins and 20% trophies.
May 23 Off-Road
Suzuki series – one hour event at Carlsbad. Starter & finish pin + two RM's to be given away at drawing after series. Medical insurance.
Sportsman Racing Association
PO Box 3882, Torrance, CA 90510
(213) 320-1015

CMC
1st Riverside Road Race
Saturday May 8
Classes for GP, Production, Four-stroke GP, Cafe. 750 class production. Gates open 7 am, Practice 9 am, Race 12 noon.

Money & Trophies
Spectators welcome.
race with the best
213-842-7433

AMC
RACE SCHEDULE
May 9 – Saddleback
May 16 – No Race
May 23 – Saddleback
May 30 – No Race
INFO 714-581-2778

CRC Race Schedule
213-830-7519
May 9 – Osteen's Cycle Park
May 16 – Indian Dunes
$3,000 Medical Insurance

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

CYCLE WORLD RANCH
Bullhead City, Ariz. 602/757-8303. Every 1st and 3rd Sunday.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

ESCAPE COUNTRY MX
Trabuco Cyn., CA. 714/586-7964. Every Sunday. Every Saturday.

EUGENE MX
Eugene, Ore. 503/344-0140. Every Sunday.

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RACEWAY
Yuba City, Calif. Live Oak Racing Assn. 916/673-1090, 673-7767. Every Saturday.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX. Every Wednesday.

SADDLEBACK PARK
Irvine, Calif. S.A.M. 714/830-8010. Every Saturday.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

VALLEY CYCLE PARK
Moorpark, Calif. 805/529-9546. Every Sunday. AME 1st & 3rd Sundays.

Dirt Track

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Scrambles every Wednesday night.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

Meetings

ORANGE CNTY, CHAPTER M.O.R.E.
Pasadena Federal Savings, Cerritos, Calif. 7:30 pm. Every 1st & 3rd Tues. of month. 714/633-0100.

M.O.R.E.
San Fernando Chapter: 1523 Fifth St., San Fernando, CA. 213/361-8530. 2nd & 4th Tuesdays.

SAN GABRIEL VALLEY CHAPTER M.O.R.E.
Irwindale Inn, Irwindale, Calif. Every 2nd & 4th Tues. of month. 7:30 pm.

Hill Climb

SADDLEBACK PARK
Orange, Calif. Saddleback Hill Climbers Assn. 714/639-5832. Every 4th Sunday of month.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, TX. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710.

HI-NOON OPTIMIST MX
Big Spring, Tex. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153, 237-8138.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

RED RIVER MX
Bulcher, Tex. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

STEMMONS CYCLE PARK
Btwn. Carrolton & Lewisville, Tex. 214/241-4270. 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Carrollton, Tex. AMA ST every Sat. night. Pro race every 1st Sat. 214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS

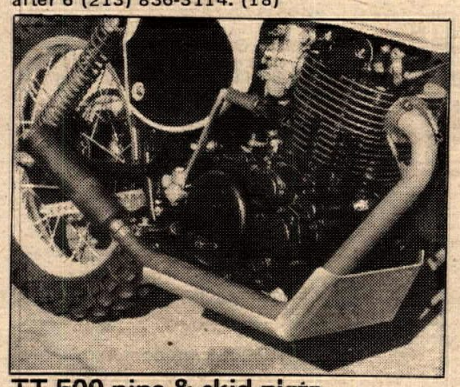
New Huskies
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244. (10/TFN)

Motorcycle trailers
Special 4 rail heavy duty No. 2000 cap., $240.00. Ken's Custom Trailers. (213) 634-6287 or (213) 862-8601. (16/TFN)

Yamaha 750 Champion ½ miler
1975 Shell motor, Barnes, disc, Cerianis, Koni, spare head, gearing. $1900.00 or best offer. Days, Don (714) 745-7901. (16/3x)

Jawa speedway bike
Good condition, fresh engine by Wenn, many extras, $1350.00 or best offer. (714) 968-0862. (18)

1968 Husqvarna 360
Good condition, new Motoplat ignition, super fast and reliable. $400 or best offer. Eves. after 6 (213) 836-3114. (18)



TT-500 pipe & skid plate
PIPE — Produces honest 20% H.P. increase on dyno — U.S.F. approved S.A.-silencer — 1200 degree paint — top grade hardware included — $49.95
SKID PLATE — Tempered aluminum — cad. plated steel brackets, cold riveted to plate — quality hardware included — $29.95. Windlord Performance Products, 2396 California Avenue, Long Beach, CA 90806. (213) 426-7331. (17/2x)

125 Yamaha, $250
Good play or enduro bike, best offer. Call (213) 949-7748. (18)

350 Kaw. Big Horn, 4 sp. Honda 70
F9 Kawasaki enduro, street legal, cherry, many extras, $450.00 or best. '71 blue Honda Trail 70cc, 4 sp., neat clutch, good learner. After 5 p.m. (213) 693-5994. (18)

1974 CR 125M, FMF pipe & porting. Quick & very reliable, $525.00. (213) 790-6396. (18)

Jeff Ward Racing Prod.
'74 XR-80 World Mini winner (N.M.A.), totally mod., excellent running cond. $450.00. Call after 5:00 (714) 642-3156. (18)

1971, 360 CZ, red tank, great condition, $400/offer. (805) 492-1715. (18)

'74½, 450 Maico GP
Very strong with all necessary mods. Clean, dependable, this bike eats RM 370s for breakfast. Adult owner, must sell, $775. (714) 687-5263. (18)

'74 Honda CR 125
Stock engine, custom seat, CM bars, chain tensioner, fork kit, air caps, piston separators, lay down kit, 8½" travel, Hiiesalu gas shock. In storage for one year, original tires. $500.00 firm. (213) 842-3280. (18)

1972 CZ 250 MX
Excellent condition, low miles, trick goodies, dependable, new 460 Dunlop, perfect play bike. $450.00/offer. (213) 691-4331. (18)

'75 Yamaha 175 enduro 600 MI
Wife's bike, must sell, cherry, 21" front, knobbies, '76 street license, but very ready for dirt. Must see to appreciate, $650.00. After 6:00 p.m. except weekends (714) 521-5636. (18)

Motorcycle Insurance
Collision, fire & theft & $15/30/10 Liability Insurance as low as: (200cc $95) (360cc $128) (550cc $169) (750cc and all BMWs, Moto Guzzi, Honda GL1000, Harley Davidson 1200cc FLH/FLH Road and all rotary engine motorcycles $224) (All 12 month rates) (213) 679-3318 CALIFORNIA MOTORCYCLE INSURANCE AGENCY, Box 92867, Los Angeles, CA 90009.

Prospectors M/C Hare & Hounds
from here to there! (12/9x)

'75, 250 YZ
250 YZ for sale or trade for 125 or $750. (213) 443-7283. (18)

Can-Am snake pipes
* Available for MX or TNT's. * Competition proven. * Forestry approved spark arrestors on TNT models. * Suggested retail $79.95. C & D PERFORMANCE PRODUCTS, P.O. Box 76, Iona, Idaho 83427. (208) 523-0685.

TZ 250
Two cylinders, much gearing, extras — $1600. Call Charles Dolan after 5 or weekends (714) 549-8990. (17/2x)

Desert acreage
World's best bike riding area — 5 acres — 12x60 mobile home — power plant — 8000 gal. water storage — workshop — great weekend or year round — $12500 full price. (213) 696-2333. (18)

'72 Honda CB500, $1050
Has it all! Windshield, sissy bar, cruise pegs, 4 into 1 exhaust, low mileage — top shape. Call Mr. Brown (213) 652-7011. (18)

'71 Husky 400 MX
Excellent condition, must sell, $600.00 or offer. (714) 581-7261 or (714) 536-5807. (18)

'73 Honda Elsinore
250 MX ready, real sharp, $550. (213) 451-3177. (18)

North Hollywood giveaway!
'72 — 400 Maico, the cherriest! $550; '69 — 250 desert Yamaha, $325; Both with new gears, shifting forks, + more; 3-rail trailer, $125. (213) 766-9171. (18)

'72 YAMAHA 100—$335? New top end, air caps, 21" front alloy, Bassani pipe, many extras, over $500 invested. Call after 4:00 (213) 598-5795. (18)

CAMPER FOR EL CAMINO or Ranchero. Shag carpet, speakers, $185.00. '71, 175 CL Honda runs good, frame bent, $100.00. (714) 539-6257. (18)

'73 Yamaha 360 enduro
Many, many extras, $650 firm. (714) 898-2768. (18)

From "Turkey" to Tibblin
The G.P. Husky will do the most for you. We will do the most as a dealer for you. Husky, Maico, KTM, Hodaka. Bill Saltzman Motorcycles (213) 337-6811. (18)

Wanted
Yamaha, Harley parts manager. 2 years min. experience with many company benefits. Glendale Yamaha (213) 240-2232. (18/2x)

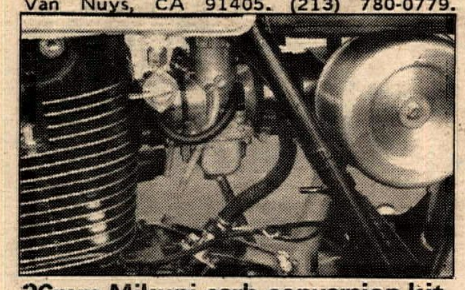
Long travel rear suspension
LAID DOWN SHOCKS, for most bikes, $60.00. G.P. (RM) type rear suspension, $150.00 complete with air box. Shocks extra — all heliarced — all workmanship guaranteed. Marzocchi — Koni — Girlings — S & W, available. DMG Enterprises, 725 Battery St., San Pedro, CA 90731. (213) 832-6844. (18)

New '75 Penton 250 6 Days
Never sold — 0 miles, $1250. (213) 530-4379.

Last chance — turkeys
I'm not advertising this bike anymore. If you want a fast & reliable 1974 RD-350 for only $595 — call Hanson at (213) 432-6959. (18)

Little old lady's 400 Husky
'74, 400 WR, mint cond. Ridden 12 times, too much iron, $950 or best offer. (213) 422-5034. (18)

TT 500 Yam high volume air
cleaner. Box with all necessary mounting hardware. Bolts on, no welding necessary. Eliminates leakage encountered with stock air cleaner. Uses stock side covers, $39.95. Mike Burke M/C Specialties, 15178 Raymer St., Van Nuys, CA 91405. (213) 780-0779.



36mm Mikuni carb conversion kit
includes properly jetted carb, Terry cable, ¼ turn throttle, air cleaner kit, $95.00 for TT 500 Yamaha. Mike Burke M/C Specialties, 15178 Raymer St., Van Nuys, CA 91405. (213) 780-0779. (12/TFN/E.O.I.)

Late Husky swinging arm
Needle bearing conversions. Eliminates loose engine plates and wear, $26.00 installed. Mike Burke M/C Specialties, 15178 Raymer St., Van Nuys, CA 91405. (213) 780-0779.

Precision cyl. boring & honing
Pistons available for most makes. Mike Burke M/C Specialties, 15178 Raymer St., Van Nuys, CA 91405. (213) 780-0779.

370 YZ engine
From 1975 YZ. Has titanium parts, 369cc displacement. $500.00 ? (714) 494-4151.

'70 Husky 360, $450 or trade
Super shape, all new gears, new bottom end and top end, new 450 Cheng Shin rim saver, very reliable and fast. (714) 768-7876.

Gotta sell my CZ
Very trick red framer, lay down gas Girlings, aluminum pipe, 34 Mikuni, chrome moly bars, Magura levers, D.I.D. front, super clean, $700.00. After 5, Jeff (213) 862-7992. (18)

'73½ TM250 Suzuki
Excellent condition, $375 firm. Call anytime; not riding anymore. Skip (805) 682-1749. (18)

Super trick crew cab camper rig!
'74 Ford 1 ton crew cab, 11½ Smuggler self contained, new L16-10's, Posi, 2 batrigs, extra wheels & spares, Quartz, 3 way refrig., shower, toilet, water & floor heaters, 32 drawers & closets, room for 3 bikes inside, AM & FM stereo, much more. Must see, $10,980.00 or ? (213) 782-2038 or (213) 652-7690. (18)

'75 XR75 FACTORY red, excellent condition. Asking $360.00. Trick. (213) 865-4892. (18)

'74 Yamaha 250 MX, flawless!
Showroom condition, ridden only a few times. $650 or best. (714) 768-7876. (17/2x)

1972 Chevy Luv pick-up
350 cu. in. 350 h.p. small block V-8, 4-speed Muncie CR transmission, AM-FM-8-track in-dash stereo, Top Kat camper shell, wide wheels, fender flares, and much more. $2,500.00 firm. Contact Gino at "Biker" newsmagazine office. Phone (213) 595-4753. (17/TFN)

Truck & camper
'70 Ford XLT Camper Special — 390 V8 ¾ ton w/12' Funtime camper, $3750.00. Days (213) 442-3530, eves. (213) 442-6388. (18)

'76 Maico 250
Sun Rim 8 gauge spokes, excellent condition, $1100.00. (213) 592-5469. (18)

Champion Kawasaki*350
Koni, Ceriani, super trick motor. Raced only 8 times. Tons and tons of spares. Sell cheap. Best offer or trade. Late nites (213) 864-1704. (18)

'70 Kawasaki 100 Greenstreak
Flattracker, custom frame, super fast, ready to race, $400. (714) 537-8429. (18)

'74 YAMAHA 250 YZ, special steel lined barrel, plastic tank, aluminum bars, K&N filter, good condition. Call before 4:00 p.m. $550.00 or best offer. Mike (213) 728-9666.

125 Husky 6 speed
Cantilevered gas Girlings, Mikuni, more extras. Clean, excellent condition, $650. (213) 677-6861. (18/2x)

'75 Husky 250 GP
Excellent condition, many extras, $1,025. (213) 941-4887. (18)

Peewee Gleason's 360 Astro
'74½ flat tracker, race ready, never crashed, new bottom end, totally competitive. Call for test ride. $850 or best offer. (714) 543-1984.

Hodaka super Combat 125
Revco modified, Swenco swingarm, 3.50x21, air forks, extra parts & snake pipe. Excellent cond., $650.00/best offer. Call Jack, Jr., after 5:30 (213) 676-0123. (18)

'73 YAMAHA 125 MX; set up for TT, Girlings, lowered frame, DID, Goodyear, ported & polished, $450.00. Ask for Dennis after 5:00 p.m. (213) 927-7030. (18)

Krauser touring bags
For BMW. Used once. A $215 steal. Days (714) 646-4455 Ext. 273. (18)

Gold Star DB basket, $250.00
Complete bike, and almost enough parts for a spare bike. After 6 (213) 328-3327. (18/3x)

'73 CZ 250
Excellent condition — many extras, $550. (714) 544-8725. (17/2x)

'75, 450, 4 speed Maico motor
Original bore, all fresh inside with carb, rear wheel sprocket, top coil, & Motocross Brakes Services pipe. $450.00. See at J-Mac M.C., 159 E. Imperial Highway, La Habra. (714) 525-7606. (17/4x)

125 MONO. ALL MILLER MANO trick stuff, $775/best offer. (213) 835-8608. (17/2x)

Honda motorcycle mechanic
Experienced only, no trainees. Volume dealer. (213) 466-7191 ask for Max or Warren.

MAICO 250 RADIAL. All the trick goodies, whoooosh! $675. (213) 347-6912. (18)

Rich Mahtesian dumps Moto-X
125 Honda Elsinore, 6 mos. old. Stored 4 mos. FMF pipe, 32 Mikuni. Absolutely like new! $550. (213) 254-1969. (18)

HERE'S ONE MAMA can drive — 1971 glass dune buggy. Pro built by side winder — street legal — automatic — dual port 1600 V.W. eng. — new tires (old ones are too weathered), driven 200 miles in last 3 years. $1200.00 or will trade for big bore dirt bike. (213) 433-2481. Long Beach. (18)

For sale 1974, 250 Honda
Elsinore with fat Vesco tank, skid plate, 4 reed valve, excellent condition, $650.00 or best offer. (213) 693-5513. (18)

Van/camper conversion
CRYS V8, 2 oft, set for towing, new eng., tires, brakes, etc. $3000 or best offer. (213) 445-3815. (18)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

Thanks
Can-Am, Torco Oil, K&N Filters, Curnutt shocks, Full Bore chain, San Luis Obispo, Good Times Cycle Shop & Sportsman Cycle Shop in Las Vegas — Michael Gaskill & Tom Bolton — Bike No. 71, 2nd in 175 class & 7th overall. (18)

For sale 1974, 250 Honda
Elsinore with fat Vesco tank, skid plate, 4 reed valve, excellent condition, $650.00 or best offer. (213) 693-5513. (18)

Cycle trailer & VW Bug
Heavy duty 4 rail w/tool box, $400.00. '69 VW Bug, low mileage, $900.00. Days (213) 442-3530, eves. (213) 442-6388. (18)

'72, 360 YAMAHA. YZ ported, new bore, Ceriani forks, laydown Konis, fast, extras. $450 or best offer or trade for ? After 6:00 (714) 892-5385. (18)

'74 Honda CR125
FMF everything, head, 30mm carb, porting, pipe, U.S. Sports swingarm, Boge shocks, G.P. seat, 520 chain kit, new tires, CZ airbox, trick paint, brand new top end, Barnett clutch, more! $700.00. (213) 349-4366 or (213) 780-2793, Scott, eves. (18)

Malcolm Smith M/C
OLDEST HUSKY DEALER IN U.S.A. Husqvarna, KTM, Yamaha, Hodaka. Also fast mail order service. Malcolm Smith M/C, 1689 West LaCadena, Riverside, CA 92501. (714) 686-8014. (8/TFN)

Take your Dinousar out and play with it!
DDMC (14)

******* Trick YZ80-C *******
"76", ported, trick through the frame up pipe, new tires front and back, $450.00. Call (213) 275-9091. (18)

'74 Yamaha MX 100, $435
Super excellent condition, never raced, hardly rode. Must see to appreciate; need 2 cycle trailer, will pay $100. (213) 924-4291. (18)

'73 TM 250 Suzuki
Curnutt shocks, Preston Petty, grips & fenders, "J" bars, 2½ lb. flywheel, No. 1 trick kit in forks. Like new 3.50x21 & 450x18 tires, skidplate, new Vesco tank, $550.00 cash. (213) 697-5937. (18)

Frontera 360
New 10-10-75, all extras, enduro ready. Must sell, $895.00 cash. (213) 634-8793. (18)

Cycle trailers $176 & up
Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitches, TI-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (14/TFN)

'72 HUSKY 250-WR, new ring, Curnutts, stock, $395.00. (213) 367-1333. (16/3x)

RM 250
Factory cylinder, ignition, forks, 38 Mikuni, Metzelers. Roosts with Narby power band. $1000.00. 8-5 (213) 530-4656. (14/TFN)

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MOVIES
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Bikes and buggies slugging it out to be first in the world famous off-road race. Locations: Start, Oso Negro, Valle de Trinidad, San Felipe. Silent, reel-to-reel. Sound available. 1/8" casette, $4 extra.

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202 ft. 13 minutes 22 sec..
Closeup action in the California/Arizona desert with exotic buggies and bikes. Five locations. Reel-to-reel. Casette sound track available, $4 extra.

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$7 with sound casette
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1976 BAJA 1,000				1976 PARKER 400			
RENT 1 week w/sound + deposit	$ 7. $40.0 $47. ☐	BUY w/sound	$40. ☐	w/Sound + deposit	$ 7. $40. $47. ☐	w/sound	$40. ☐
Silent + deposit	$ 6. one week $36. $42. ☐	Silent	$36. ☐	Silent + deposit	$ 6. $36. $42. ☐	Silent	$36. ☐

Name _____
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City _____
State _____ Zip _____

DKW — '74. Fast, fresh engine, desert ready, $400.00. (213) 425-1075. (18)

Suzuki RM 250 sale or trade
Just like new, not over 7 hours on bike. New bars, Filtron, fork kit, cherry cond. $1085.00 firm or trade for good clean Baja Bug. (213) 925-1687. (18)

'75 HONDA C.B. 360. Must sell, 3200 miles, $850.00 or offer. (213) 834-6164. (18)

CZ CZ 250 CZ CZ
'75 Falta, fresh, 7" front & rear. Reliability unbelievable, $725. (213) 431-3758. (18)

350 Bultaco Pursang
Desert play bike, Maguras, chain tensioner, big tank, long Curnutts, fresh motor and tires. Must sell — leaving country. Only $475. (213) 831-1627. (18)

CRC No. 1 enduro champion
1975 Bultaco Frontera 360. Set up to win enduros. Dependable, fast, includes extras. Factory ride forces sale. $1100. (714) 639-8108. (18)

****Cooper parts, sacrifice****
New and used parts worth over $500.00. Includes spare engine, ignitions, rings, wheels laced on DIDs, etc. Sell all $150.00. (714) 639-8108. (18)

Old M/C & car auction!!
Sunday, June 6. Irwindale, Calif. Over 25 motorcycles, antiques, street, dirt plus truckloads of parts plus over 50 cars, 1930-1973. Consignments wanted. Call Ron (213) 357-3361. (18/4x)

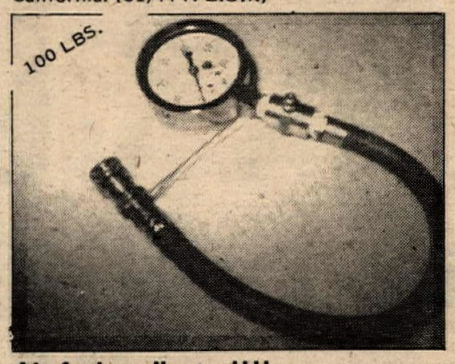
'76 XT500 Yamaha
Less than 300 miles, $1149.00. (714) 347-4933. (18)

Custom screen printing
One stop service for — MX jerseys — T-shirts — decals — jackets — sweat shirts, etc. Individual names (3") & numbers (8"). Art service available. (714) 522-5033. (16/4x)

'73 Yamaha 175 MX
Excellent condition, Curnutts, torque pipe. New: Head, ported barrel, piston, tires, bars, fender. All new. Plus extras. $375 or best offer. (805) 649-1753. (18)

'72 Bultaco Pursang 125
Mikuni carb, Bassani pipe, new engine, very good condition. $325.00 ? (714) 494-4151.

"New trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (31/TFN-E.O.I.)



Air forks adjuster!!!!
Push button air bleed, accurate to ½ lb., adjustable calibration, $25.50. G.S. Sigman Race Engr., 304 E. 231st St., Carson, Calif. 90745. (213) 830-4678. (16/4x)

1977 Novice bike, best offer
250 Bul Astro, fresh top & bottom, new C.D.I. & spares. After 6 (213) 328-3327.

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

Prospectors M/C Hare & Hounds
from here to there! (12/9x)

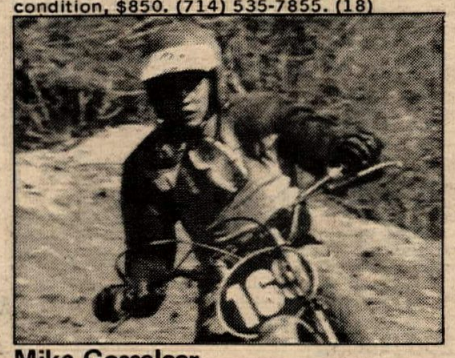
Dynos
Four Eddy current dynos from 75 HP to 200 HP. Sacrifice. Contact Skyway Recreation Products, Tuesday through Friday (213) 365-3172. (16/4x)

1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

Hodaka '75, 125 super Combat
Just like new, used only as a test bike for magazine article. Also one of a kind 100cc Hodaka in custom Trackmaster frame, excellent condition. Must see to appreciate. Best offer this week. (213) 360-7989. (18)

'75-Bull, '75-Suzuki, '75-Yamaha
Bultaco, Pursang, 360—many extras, ex. cond., $895. Suzuki RM 125 stock, $595 and Yamaha YZ 80, $350. Bikes like new — never raced. (805) 831-3489. (18)

'75 Yamaha 400 mono
2 tanks, skid plate, ridden 5 times, excellent condition, $850. (714) 535-7855. (18)



Mike Gosselaar
Congratulations on your fine showing in the 125 Intermediate class at the World Mini Grand Prix.
— John — (18)

Norton Triumph owners/dealers
We repair stripped port threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, Wis., 53204. (414) 672-4010. (13/TFN)

Now in stock
YZ 250s, YZ 400s, YZ 80Bs, YZ 125Xs & XT 500Cs. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (10/TFN)

*****'75½ Maico GP*** $995**
Original RR tire, W.P. long travel shocks. (714) 630-1163. (18)

CR125—no motor, $300
Fox Shox, DG swingarm, 9" forks, good tires, rims. (213) 330-7502. (18)

Can-Am 250 MX
8 inch Betors, long travel "GP", S&W's, never raced, $1200 or best offer. (213) 748-2013.

Honda '74, 250 Elsinore
FMF pipe, new shocks, cantilever, tall seat, the works. Not thrashed, injury forces sale, $575. (213) 378-2638. (18)

'73 DKW HORNET, "B" motor, Betor forks, Jensen pipe, $350. (213) 355-8562.

CB radios
I work out of my home and pass the savings on to you. 15-30% discounts on Pace, Courier, XTAL. Call for prices. (213) 248-1158. (18)

Yamaha parts man wanted
Full time, some experience necessary. Call Len (213) 635-4541. (15/TFN)

Trick suspension!!!!
Lay down, most bikes, $65.00. Bilsteins, $83.95. Boge, $43.95. Fox Shox, $93.00. Works Performance, $105.00. G.S. Sigman Race Car Engr. (213) 830-4678. (15/4x)

Akront aluminum alloy rims
18 & 19-inch, 40-spoke. New, still in carton. $30.00. Contact Gino at "Biker" newsmagazine office. Phone: (213) 595-4753.

"Munari & Norstar boots" $59.95
Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

Wanted mechanic
Fully experienced on Yamahas, commission. Apply Long Beach Yamaha, 3580 E. Pacific Coast Highway, Long Beach, CA. (213) 597-3317. (17)

Family motorcycle sale
2 — 1975 Yam. YZ 250. Each has 2 tanks, long travel forks and monoshocks —$750.00 ea. 1 — 1975 Honda CR 125 — Curnutt, long travel shocks. 1 — 1974 Honda CR 125 — FMF porting and pipe — $550.00. All bikes expertly maintained, ridden only in the desert. (714) 586-7043. (17/2x)

Wanted: Penton parts
Need stock '73-'74 Penton gas tank & stock pipe (tin can type). Call after five (213) 447-3884. (18)

'75, 125 mono
Set up for desert, Miller Mano custom snake pipe, Miller Mano GP seat, Orange County 8½" kit, air forks, boots, grips, bars, 3 gal. Vesco tank, tensioner and more. Clean, fast, $650. (714) 827-5706. (18)

For sale YZ80C frame & forks
With gas tank, fenders & shocks — all brand new — 100cc mini cycle with "brand new" engine — brand new Ceriani forks for 100cc or mini cycle. Evenings after 6:00 (213) 285-3653. (18)

RICKMAN MICRO FRAME less motor, 18", 19" spool hub, Boge, new class C tires, metalflake silver and yellow, everything in perfect condition, $350.00. (213) 338-5246. (18)

Rickman Kawasaki 900
$3200. (213) 379-4013. (18/2x)

Attention D-37 desert racers
Competition M/C membership open. (213) 336-7789. (18/4x)

'74 Maico 400
W/M pipe, pegs, Fox shox & forx, G.P. seat, xlnt. cond., $800. (213) 826-4114. (18)

'75 BMW R90S
6000 miles, Morris Mags, Goodyears, rear disc, smoke paint. Superb. Krauser bags available. $5000 invested — sell for $3495. Days (714) 646-4455 Ext. 273. (18)

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

'75, 125 Elsinore
FMF boost ported and pipe, 32 Mikuni, Webco head, moved-up-gas Girlings, brass bushings, 520 chain kit, C-Z chain, fork kit, Andres, fresh bore, good tries, Many, many extras!! Must sell this week! $650.00 firm. (213) 823-1968. (17)

HONDA XR-75 STROKER, Button mag, 24 Mikuni, roller cam, ported, F.M. Konis, ext. swingarm, K&N bars, Uni levers, tuned pipe, S/W springs, new paint, $325 or best. (213) 288-8658. (18)

Yamaha enduro 125
Street legal, good condition, $375.00. Also one pair of Thermoflow shocks, $40.00. Call after 3:30 (213) 675-3517. (18)

Yamaha TZ-250
Front disc, Vesco seat, mufflers, new fairing, new paint, many spares. AMA legal, very clean. Must see to appreciate. Ready to race. (714) 551-1390. (18)

'72 Hodaka Super Rat
Excellent condition. Must sell, $275.00 or best offer. (714) 821-4441. (18)

'70 Yamaha DT 250, new head
and barrel. Runs good, $350 or offer. (213) 634-6794. (18)

1975½ Maico 125 rad.-eng.-6 sp.
Comp. w/cab, pipe, both sprockets — ready to mount and run. Excellent cond. — guaranteed. I'm not a racer — converted cycle to 400 for hill and trail. $200.00. (505) 264-9079 or (505) 294-8766. (18/2x)

Must sell, make offer
1974, 250 TL Yamaha, like new. 1973, 360 MX Yamaha. 1975, 50cc Mini-Mini — Indian, new. (714) 595-8390. (18)

Can Tom Engel ride?
Call More (714) 595-8390. (18)

1975 SUZUKI TM 125, FORWARD mounted shocks, ported, CZ bars, fork kit, no oil injection, never raced. $450.00 or offer. (213) 397-6489. (18)

'75¾ Bultaco 250 Pursang
Fox Shox, Diamond, Metzelers, fenders, etc.! Fast! Excellent condition! $850.00. (213) 761-3135. (18)

FOR SALE! 1967 TRIUMPH 500 TT 100C, bike is apart, but engine is all together and runs, $250.00. (213) 681-8731 after 7:30 weekdays. (18)

Ultimate Cafe machine
Yamaha YR-3, 350 factory road-racer, licensed for street, trick paint, 12 flat ¼, out handles any street bike. $900 or offer. Call 5-6 p.m. (213) 766-5565. (18)

Really hot '75, 250 Bultaco
Has everything, G.P. tank and pipe, Bilsteins, Metzelers, trick side plates, etc. Professionally maintained. Must sell. $800.00 or best offer. (213) 784-1075. (18)

353cc Bul. '74, fast, reliable
CMS frame, very special engine, Konis, Goodyear, A&A wheels — ready to trade, $800.00. After 4 p.m. (415) 658-4038. (18)

1975 BULTACO SHERPA T 350, excellent condition, very low miles, $925.00. (714) 893-4895. (18/2x)

GOING TO 125cc NATIONAL. Buchanan, Michigan May 23rd. Have room for 1 rider and share expenses. Call (714) 747-8755. (18)

'75, 125 Elsinore
Latest trick setup, great condition, runs outstanding. Make low offer. (213) 968-1335. (18)

'71 Ford van 200 Econoline
Automatic V8, wide tires, radio, windows, heaters, runs good — $1500. (213) 537-9082. (18)

'74½ MONTESA 247 trails, stored 1½ years, $650 or offer. (213) 722-3740. (18)

Miller Mano 75CR
Ported, Porcupine head, 30 Mikuni, pipe, lay down gas Girlings, Profab swingarm, tall seat, fork kit, 8 gauge spokes, works paint, $600.00. (714) 991-7630. (18)

Parts man
Yamaha experienced only need apply! Long Beach Yamaha, 3580 E. Pacific Coast Hwy., Long Beach, CA. (213) 597-3317. (18)

'74 Honda CR125 Elsinore
Absolutely perfect condition, very quick, hardly ridden. Must see and ride. Call days (213) 694-1893. $550.00. Eve. (213) 943-4760. (18)

1975 Bultaco 360 Frontera
Very good condition, many extras, $800. (213) 431-3640. (18)

1975 Elsinore CR250
Showroom condition, less than 20 hours on engine. Moving, must sell, $800.00. Call after 4 p.m. (213) 996-0114. (18)

'75 DUNECYCLE, like new — 340cc Kohler engine — $700.00. (213) 442-1149. (18)

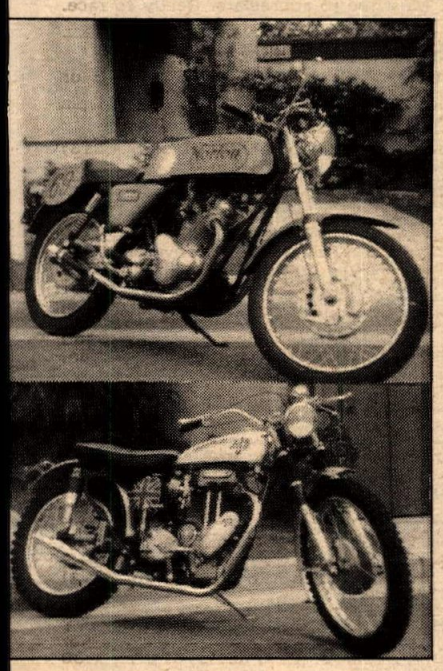
Cowtrail or MX, '73 TM250
Suzuki, 6 hrs. since complete rebuild. New paint, RM tank, decals, Konis, Diamond chain, uses pre-mix, works pipe. Extra spkts., desert tank, etc. Super clean!! Best offer over $400, sacrifice. (213) 545-8195. (18)

1974, 250 YAMAHA MX, built for the desert. 3.8 gal. tank, Diamond chain, new rim saver knobbies, cantilever suspension, laid down Boges, runs strong, $700.00. (213) 838-7681. (18)

Jawa speedway bike
Delorto, new Forgetrue, Barnes hub, Sem's mag, Akronts, excellent cond. and set up right, $925.00. (805) 831-0747 or Mike at (213) 540-1628. (18)

TRAILER 3-rail, good shape, new shocks and wiring. $125.00. (213) 566-2427. (18)

74½ Honda 250 Elsinore, $700
Absolute flawless condition. Cycle Products West snail-down pipes, fwd. Boges w/oil coolers, Baker fork kit, alloy bars, much more, many extras. (213) 242-3674. (18)



Forced sale — English collectors
Both superior condition, 500 competition replica A.J.S. — 1953, $1200. '71, 750 Norton Cafe, $1100. Both street licensed. Evenings (714) 529-0774. (18)

Penton KTM '72
Jackpiner 175, excellent condition, $350.00 cash. (213) 634-8793. (18)

'73 TM 400 Suzuki
Works Performance 7½" rear, Trickit 7½" front, Bassani pipe, Andres bars, + complete desert set-up. $450.00. (805) 252-4347. (18)

'75 Husky 360 GP
Must sell! Leaving for Europe! Best. Day (213) 769-2707, Nite (213) 367-8082. (18)

Job wanted
Starting college next year. Looking for summer job in bike shop around San Gabriel Valley. Have had experience in sales and service. (714) 621-4473. (18)

Sano '74 CR 125 Honda
Forward mounted Konis with coolers, heavy gauge front spokes, Filtron, C.H. pipe, fresh paint, good tires. Asking $450.00. (213) 342-1715. (18)

'72, 400 CZ exlnt. cond.
Many extras, forward shocks, new seat and shocks, much more, $550 or best offer. (213) 322-5670. (18)

FMF CR125
'74 Honda CR125 Elsinore. Extremely fast, excellent condition. Call for further information, $600.00. (213) 832-7933. (18)

Six pack camper cab over
8', water pump, jacks, tie downs, pottie, $695.00. 3 rail, 15" wheels, shocks, 4 corner storage M/C trailer, $275.00. (714) 532-2119. (18)

Miller Mano "works" racer
'76 CR-125 X4 8 ga. wheels, ported, 34 Mikuni, pipe, chain guide. It's a rocket — used 9 hrs. for suspension testing. $950.00. (714) 991-7630. (18)

'71 Husky 400 & '71 Honda 350SL
Both fine condition with extras. Also, extra shocks and single bike trailer. (213) 322-3496. (18)

'75 CR250 MI Elsinore
Extremely modified. Must sell, $950 or best offer. (213) 943-4465. (18)

1973 KAWASAKI 500, $600/offer. Call Steve (714) 552-9103. (18/2x)

Late '74 Maico 250
Recently rebuilt — race equipped, very fast, some spares included, $595.00. (213) 249-4420. (18)

*** '73 CZ 400 ***
New pipe, Mikuni, alum. swingarm, moved up shocks, increased front travel, much more, $550.00. Also, brand new in box, 38mm Mikuni jetted for RM370 from Sudco, $40.00. Call Chris after 5 p.m. (213) 645-2598. (18)

BSA Goldstar Clubman
1960, 500cc, DBD, G.P. carb, excellent cond. Dunlops, recently rebuilt — original scrambler cams, $1200.00. (602) 955-9515 Phoenix. (18)

'75 Yamaha 125 mono
Exc. cond. and race ready. Motoplat, big seat, FMF pipes. Must see, $725. (213) 375-6240. (18)

Husky "125", '74
Excellent condition, fast and dependable, gas Girlings, 32 Mikuni, ported to factory Husqvarna's specifications, Betor air forks, other extras. $650.00 or offer. After 2:30 (213) 799-8274. (18)

'75 CR 125. Bought Dec. '75. Redline swingarm, Snake pipe; never raced, like new. (213) 326-3799. (18)

XR 250 Honda
'76 XL 250 engine in '74, 250 CR frame. $960.00. Ask for Louie (714) 623-1568. (18)

VR for Hodaka (213) 793-2855
(18)

'76 YZ 125 C
Ported, 8" of travel back and front, 520 chain kit and tensioner, shifting mods, works seat kit. Well maintained, super fast and reliable, a proven winner! $725.00. (714) 962-7880. (18)

ROADRACING NEEDS YOUR HELP! Paid and volunteer positions are available for many areas of the country. Do your part to help REBUILD ROADRACING! WERA Central Hq. (215) 732-2128. (18/2x)

'72 Husky 450 cheap!!!
Excellent condition, new tires, chain, factory plastic fenders, Mikuni, fwd. mount Curnutts. Original orange tank. Bought new and always maintained by expert mechanic. Asking $500. (213) 596-2265. (18/2x)

'73 BULTACO 250 Matador SD, $495.00. '70 Kawasaki 100 Trail Boss, $195.00. (213) 831-6145. (18)

Wanted 175 Can-Am
Any condition — running or not — cash. Call after 6 p.m. (213) 785-7022. (18/5x)

XL 412 Honda 74
New Web cam — new transmission — Barnett clutch — all extras. $800.00/will trade for clean XL 125. (714) 440-3465. (18)

'74 YAMAHA 175 enduro, $500 OBO/Trade for 125 Husky. (213) 538-3549. (18)

When it comes to mail ordering parts from Valerian's, there's only one number you need to remember:

(213) 475-4541.

Valerian's
Two Cycle City, Ltd.
10673 West Pico Boulevard — Los Angeles, California 90064
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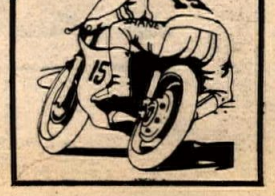

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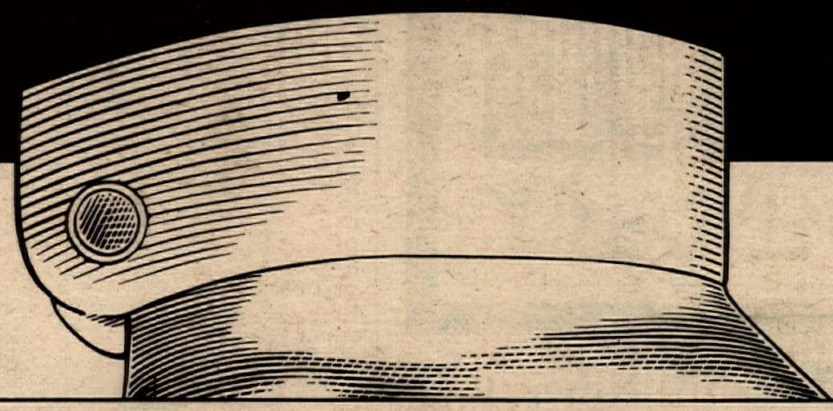

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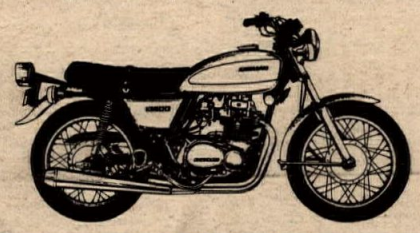

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